


**From:** Katie [katie.gilfillan@bisa.asn.au](mailto:katie.gilfillan@bisa.asn.au)   
**Subject:** Fwd: Optimising the City South tram stop project  
**Date:** 20 February 2019 at 8:09 pm  
**To:** BISA Committee [committee@bisa.asn.au](mailto:committee@bisa.asn.au)



FYI - recent email sent to ACC Councillors and Lord Mayor

----- Forwarded Message -----

**Subject:** Optimising the City South tram stop project

**Date:** Mon, 18 Feb 2019 14:05:10 +1030

**From:** Katie <[katie@bisa.asn.au](mailto:katie@bisa.asn.au)>

**To:** [r.simms@cityofadelaide.com.au](mailto:r.simms@cityofadelaide.com.au)

Councillor Simms,

Council is currently considering a King William St South street redesign to upgrade the City South tram stop. We urge you to include a separated bikeway in the design for the below reasons.

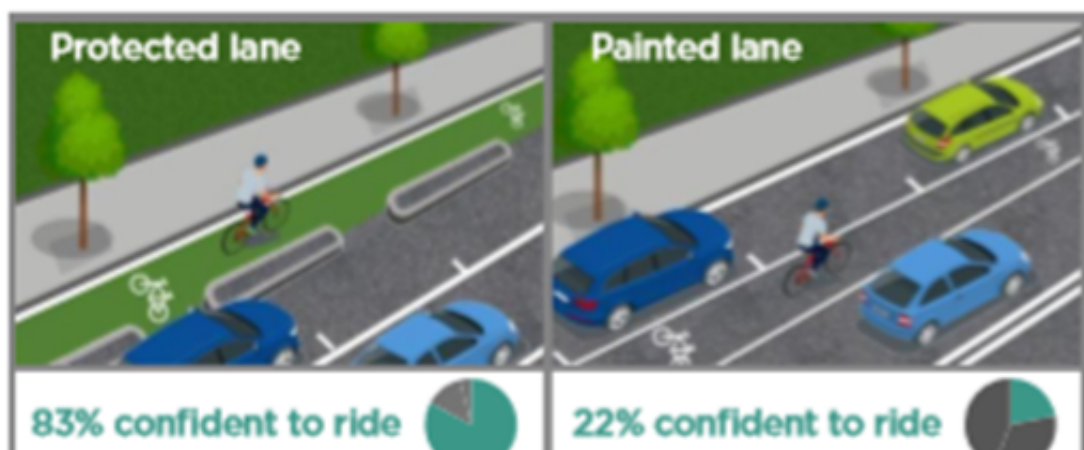
**The street is a critical link in the ACC bike network.**

The need for separated bike lanes in this location has been discussed for a number of years. The Mike Turtur Bikeway is the most used cycling route into the City, but stops at South Terrace. Riders then travel unprotected along King William St for the remainder of their trip into the city. This already well used route would be even more popular if it provided the 60% of the population who describe themselves as “interested but concerned” with protected cycling all the way to the heart of the City. It is a great link to the Adelaide Central Markets.

**Safe cycling infrastructure**

A painted white line is not bicycle infrastructure. It does not keep riders safe or encourage new riders. Car doorings (rider hit by an opening car door) and accidents with parking cars entering and exiting both parallel and angle parking are frequent as are close passes. Here is the video evidence of a recent case on Port Rd - be aware it is a little disturbing but luckily no one was killed. <https://www.facebook.com/watch/?v=149351935985244> The concept plans for King William St South show very poor quality infrastructure for riders, the same seen in the video. Globally we know protected bikeways are the future for busy city streets.

Recent research from The City of Melbourne shows what a difference separated infrastructure makes - 83% of people are confident to ride compared with 22%. They plan to invest heavily





### Effective transport solution

Despite **only 36% of people coming to the city by car** over 70% of ACC streets are dedicated to car lanes and car parking. Did you also know that nearly 40% of households in the City of Adelaide DO NOT OWN A CAR and only 30% of people drive to work? You hear about parking complaints all the time but the solution to parking problems is not to provide more parking; it is to provide better transport options. Car parking is the least economically productive land use available in a Capital city. A capital city can not rely on visitors arriving by car. In Sydney they have removed almost all on street car parking and Melbourne is moving in the same direction. This is helping their city thrive, not hindering it. They know business in capital cities is not reliant on visitors arriving by car even if businesses don't know it themselves until after the fact! They are simultaneously increasing the cities accessibility by investing in a protected bike network as are New York, Vancouver, London, Brisbane, Perth, Melbourne, Auckland, Seville to name just a few. The successes are evident - better bike infrastructure equals more visitors and residents which is good for business.

Each inner city local council is working on safe cycle routes to help people access the city; over 5000 people already cycle to work in the mornings. The City of Adelaide needs to provide better infrastructure on city streets to support them once they reach the city edge.

### Bikeways are good for business

The evidence is overwhelming. A specially created flyer for the City of Adelaide with more information is attached. Check it out. It talks about retail spend, property values, employee health and well being, city population growth and global city competitiveness.

### Cycling suits your city users

City visitors live a short distance away and are young. Your city User Survey shows 14% live in the City and a whopping 52% live in the inner suburbs; a short cycle away. They are also young with over 58% being under 44. Many of these people would already ride a bike as it is a very popular recreational activity. They would happily use a bike for transport if they were protected from cars.

### Bikeways are a good investment

There is a common myth that bike riders don't pay their way and it is dangerous to our transport future. Walking and cycling are the two transport modes that save the Government money for every km travelled.

Recently rigorous research from New Zealand found for **each \$1 spent on bicycle infrastructure**

**there is an \$11 return in health and environmental benefits** (without considering congestion costs) leading the researchers to conclude **“when a concerted investment is made in active travel in a city, there is likely to be a measurable, positive return on investment.”** It is one of the first pieces of research to investigate implemented infrastructure and is worth a read.

<http://www.mdpi.com/1660-4601/15/5/962/htm>

*“If you care about the bottom line, and you care about budgets and taxes, then you should care about urban biking, because it’s a money saver,” Brent Toderian, consultant in advanced urbanism, Vancouver.*

### **Why now?**

Integrating better cycling infrastructure with the tram upgrade will save you money in the long run. Once the street is built the chance is gone. If in every street upgrade you deliver quality bike infrastructure in 20 years the City of Adelaide will have a safe and connected network. This will maximise the visitors to the city and encourage new residents.

### **A time for leadership**

We urge you as elected members to strive for excellence in this project. Infrastructure does cost money but the return will well out way the cost. We also urge you to take on a leadership role and educate ratepayers to the benefits. Yes at times this will be hard. Because supply has favoured drivers they can get upset when some space is taken away. In fact, they will often stomp their feet and say it isn't fair. But is it fair to listen to them and leave walkers and riders without a safe network, perhaps putting lives in danger? Or should those in leadership roles educate, inform, and inspire to bring the community along? What we know is when environments are made better for active transport the community likes it, even if they stamped their feet in the first place. Who doesn't like quieter, less polluted streets with lots of people out and about enjoying themselves?

### **Consultation**

We wrote to the State Government in October 2018 urging them to deliver separated infrastructure as part of this project. Their response stated a consultation process would occur. Does this include residents and street users? As the State' peak cycling advocacy body we seek the opportunity to engage with staff and express our significant concerns with the poor cycling infrastructure planned.

If you would like any other information on the GLOBAL CYCLING BOOM please feel free to contact me. Our organisation represents every-day riders who use their bikes for transport and leisure and we are the overarching body for Bicycle User Groups including the Adelaide BUG, Active Transport Adelaide, Unley BUG, NPSP BUG, West Torrens BUG, Westside BUG (City of Charles Sturt) and Prospect BUG. We keep on top of global transport movements and cycling trends.

Regards

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**Katie Gilfillan**

Chair, The Bicycle Institute of SA (BISA)

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