



Citizens' Jury submission form

One tricky policy problem. Countless potential solutions. Plenty of stakeholders with ideas about how it should be approached.

35 ordinary South Australians charged with finding solutions to some tricky policy issues. Welcome to South Australia's second Citizens' Jury!

During September and October 2014, a Citizens' Jury will be given the opportunity to deliberate and make recommendations on the issue:

***Motorists and cyclists will always be using our roads.
What things could we trial to ensure they share the roads safely?***

Please fill in this submission form prior to 5 October 2014. Your submission should be no more than two pages. Clearly outline your point of view and provide examples to supporting your submission.

Details about you:

1. Name

Alexander Reilly

2. Private citizen

3. Contact details (include an email and telephone contact)

Submission topic: Road Culture and Intelligent Cyclist Options

I am an academic in the law school at the University of Adelaide. I am a keen road cyclist and regular cycle commuter from the Eastern suburbs to the city. I also regularly ride with my 9 and 11 year old children to their school, a 3km journey.

There is a poor relationship between cyclists, motorists and pedestrians in Adelaide. I believe one reason for this is that motorists and cyclists have a legalistic approach to sharing the roads. Rather than recognizing road rules as a guide and making sensible accommodation for each other, a sense of legal entitlement leads to self-righteousness and anger when someone else does something wrong.

There are a number of strategies needed to change this culture.

First, public awareness campaigns should focus on sharing the roads, sensible accommodation of others and tolerant attitudes, even when someone breaches the letter of the law. (A useful comparison can be drawn between the reaction of a motorist when a cyclist or another motorist impedes them, or of a cyclist when a motorist impedes them, which is commonly an aggressive beep of the horn (or bell) and a torrent of abuse, and not uncommonly, tail-gating, to the reaction of a pedestrian to another pedestrian, or a cyclist to another cyclist, when similarly impeded, which is either no reaction or a friendly 'excuse me'.)

Second, the law itself should incorporate greater flexibility. For example, the law says that adults can't ride on the footpath. But there are occasions when it is far safer for cyclists to ride on the footpath than on the road, and there is no sensible reason to prevent cyclists riding on the footpath with proper speed restrictions. On my commute to work, there are a number of places on arterial roads (on Payneham Rd and North Tce in particular) where bike paths end and the road narrows, making it dangerous for cyclists and motorists alike. I will regularly retreat to the footpath and ride at a slow speed in these places even though this is against the law.

Third, although I support dedicated bike lanes, they separate bikes and cars and reinforce the attitude that we don't have to share the road. A better approach is creative use of existing road infrastructure that encourages safe sharing of the roads.

- One option that is used in other cities in Australia and around the world is reversing lanes during morning and afternoon peak times. On roads with two lanes each way, this can mean that the peak direction has three lanes – one dedicated to buses and bikes and two for cars and trucks, and one lane in the non-peak direction. There are a number of arterial roads into the city for which this low cost change could be used to very good effect. (I have formulated a plan for Magill/Payneham road into the city that I would be happy to share with the Committee.) As well as improving traffic flow in general, this change would encourage greater use of public transport and bikes.
- Another option is to have routes dedicated for cyclists that have lower speed limits between arterial roads. On these routes, it could be made clear that although cars can use the road, they must give way to cyclists. These routes can then be used to teach children to ride on the road safely. Where these routes cross arterial roads, there should be infrastructure to assist cyclists such as signs indicating that cyclists are crossing, islands in the middle of the road for bikes to get half way, zebra crossings or even traffic lights for bikes. Many cities in North America have used such dedicated cycling routes to good effect.

- Linked to this final proposal, speed limits in residential areas should be reduced to 30 or 40kmh in general. The opposition to doing this by the motoring community is completely misguided. Travel times will only be affected marginally, if at all. Roads will be safer for everyone, and sharing of the roads will happen more naturally. A speed limit on residential streets of 50kmh is very dangerous for cyclists and pedestrians, and it encourages motorists to use residential streets instead of arterial roads.

Thank you for considering my submission.

Regards,
Alex Reilly

I, the undersigned provide this submission on the following basis:

- The submission will be provided to the jury for consideration
- The submission will be hosted for public comment on the internet
- I may be invited by the Jury to present the ideas within this submission to the Jury.

Name: Alexander Reilly

Date: 22 September 2014