

The Committee Secretary  
Standing Committee on Planning, Environment and Territory and Municipal Services  
ACT Legislative Assembly  
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## **INQUIRY INTO VULNERABLE ROAD USERS – SUPPLEMENTARY SUBMISSION**

Further to my submission of 25 October 2013, I wish to provide the following further information to the Committee.

On 26 October, while visiting the French Australian Pre-School fete, I was looked at Astrolabe Street, Red Hill in detail for the first time since it was altered to improve safety for children accessing the various educational institutions on the street and Red Hill School in particular.

It appears that the alterations have improved pedestrian safety by:

- making the street one way, reducing the direction of vehicle movements that pedestrians have to consider
- clearly delineating parking to be off the paths on both sides of the street and
- providing a raised pedestrian crossing that gives pedestrians priority over motor vehicles – although this would be much better if it included clear signage that it is a pedestrian crossing and that vehicles are to give way to people on the crossing, rather than just having to negotiate a speed hump.

Bicycle lanes have been installed. While they give some clear space to cyclists, the bike lanes suffer a number of deficiencies.

Like most bike lanes in Canberra, the ones in Astrolabe street suffer from:

- sudden beginnings and endings
- occupying the parking ‘door zone’ they run past cars parked parallel to the street
- placing cyclists at a T-intersection in a dangerous and confusing situation.

However, of most concern is that the **bike lanes pass behind the rear of vehicles occupying the angle parking on the street. This places cyclists in grave danger of being hit by a reversing motor vehicle.** A cyclist approaching the angle parking areas is unlikely to be seen by vehicles reversing from those spaces. Children are the most likely cyclists in this location – and also, because of their small size, also the least likely to be seen by and the most likely to be hit and injured or killed. **This is a new, systemic hazard introduced to cyclists with the safety ‘improvements’ to the street.** It is a stark example of the need to have cycle lanes physically separated from roadways, or, at the very least, closer to the kerb than both moving and parked motor vehicles.

Attached are photographs that illustrate these dangers.

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Sustainable Jill

28 October 2013

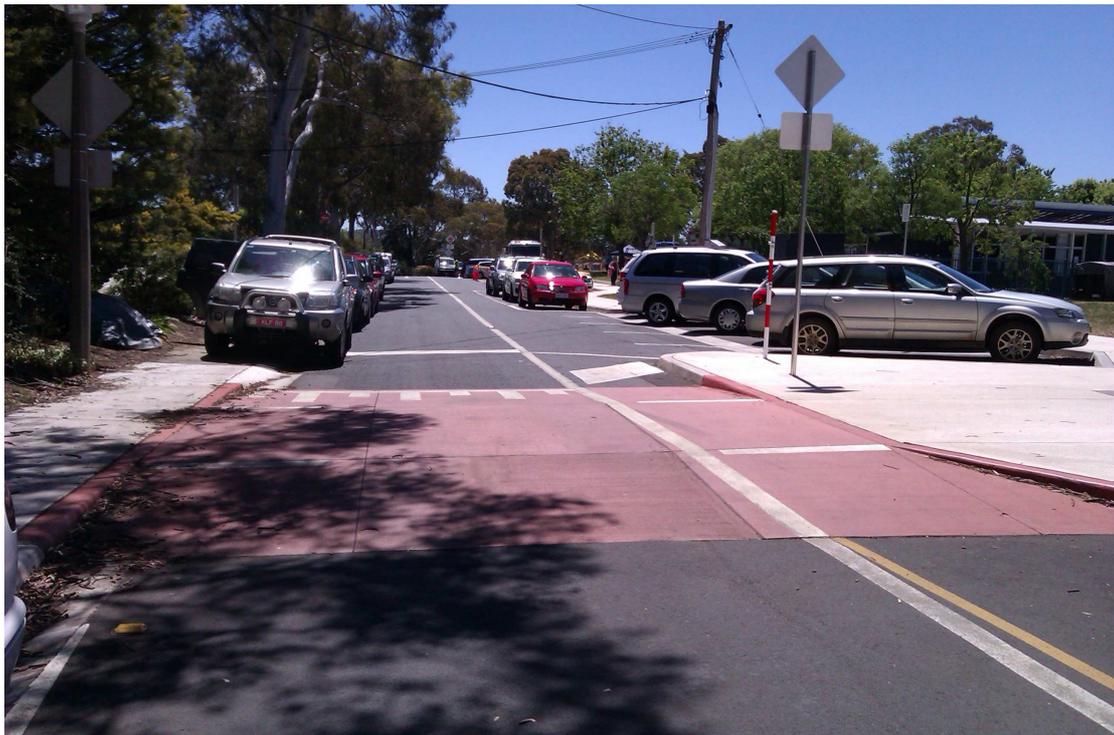


Figure 1: This road crossing serves pedestrians well...but the bike lane puts cyclists directly into a very dangerous situation. (Astrolabe Street, Red Hill)

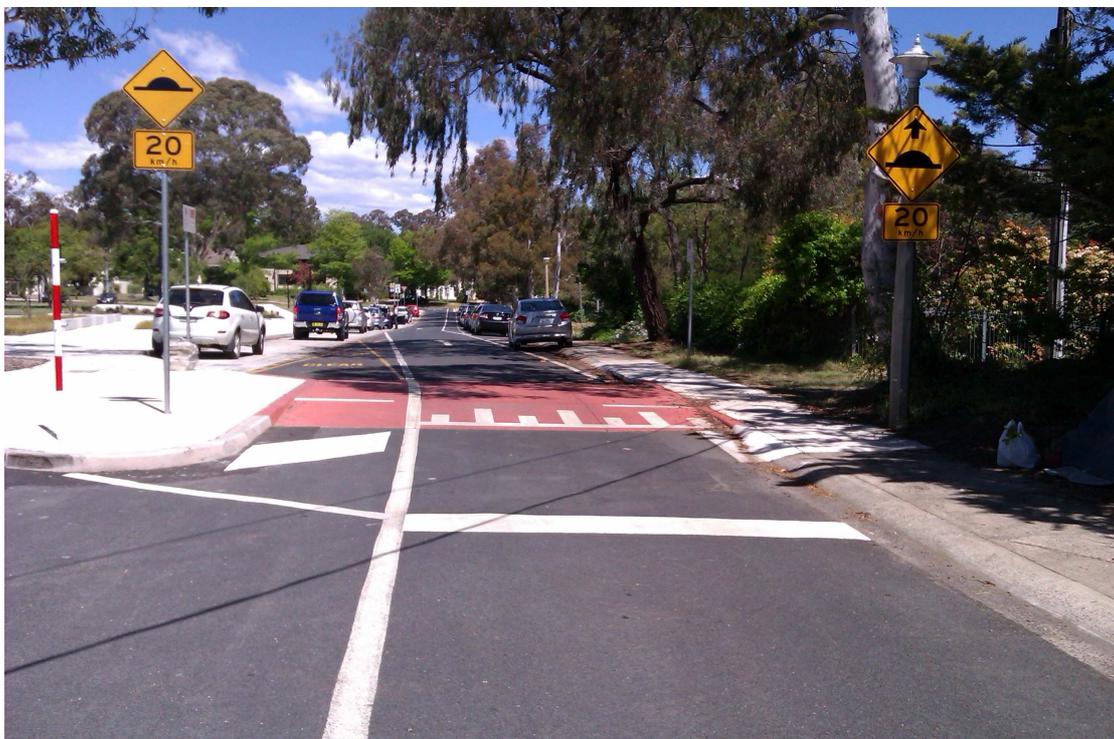


Figure 2: The bike lane ends suddenly before the road crossing. Another bike lane starts further along the street, after the crossing – and on the opposite side of the street. What is a cyclist to do?



Figure 3: The bike lane starts suddenly, after the road crossing shown in Figure 2 – and on the opposite side of the street. (Astrolabe Street, Red Hill)



Figure 4: Cycle lane occupies parking 'door space'. (Astrolabe Street, Red Hill)



Figure 5: End of cycle lane, alongside a primary school – Who has the priority: a cyclist (turning right or left) or a motor vehicle turning right? (Astrolabe Street at junction with La Perouse Street, Red Hill).