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## City 'ideal' for cycling

**TRANSPORT:** Bikes could outnumber cars on city streets in just 25 years if **Ineke Spape** has anything to do with it.

The Dutch traffic and urban engineer says Adelaide is "ideal" to become a more cycle-friendly city, it just needs a good road network, segregated bike lanes and proper planning.

"You have loads of space in your roads, there's plenty of room to reorganise them," Ms Spape said last week.

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### ONLINE

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# On ya bike, says expert

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"Take, for example, King William Rd – it now has two lanes but you could take out one to create more cycle roads. They've done it in New York already and if you can do it in New York you can do it in Adelaide."

Ms Spape, who has helped introduce bike networks in London, Cape Town, Ecuador and New York, was in town last week as a guest speaker at the second annual Australian Cycling Conference, hosted by Adelaide University.

She said the city needed more dedicated bike parking and lanes, while children should be taught from an early age to embrace cycling as a "normal way of life, not just something you do on Sundays".

"The most important thing is that people have the opportunity to relax and not worry that cars are coming too close.

"Cycling is a social affair, it should be fun to ride along and talk – it shouldn't be the stressful thing it is now."

Another way to promote cycling, Ms Spape suggested, was to close Rundle St on weekends so shoppers could

"walk across it like a French boulevard", and halve the amount of space taken up by traffic to create more parks, fountains and public squares.

"Driving is closed, it's anonymous. But cycling and pedestrian movements give more activity, quality of space.

"And people like to look at people, they don't like to look at cars. You have a beautiful, historic city but you need to open it up because cars don't see the heritage – cyclists see it."

University of Adelaide transport expert **Jennifer Bonham** said bike companies should also start making more safer, sturdier "straight up bikes" because they allowed riders to see better. "Somewhere in the 1980s we stopped having proper bikes, they all turned into mountain bikes or racing bikes," she said. With the university's research identifying cycling as the third most popular form of exercise in SA, Ms Spape said there was no better time to transform the city.

"You can do it in 25 years, we (The Netherlands) took 40, but you need to start tomorrow."



**IN THE SADDLE:** University of Adelaide transport expert Jennifer Bonham with Dutch traffic and urban engineer Ineke Spape.

Picture: Denys Finney H0287129