Item 6

City Planning & Development Committee on 23/01/2013

Status: Public

Detail design and construction of the Frome Street South Bikeway from Glen Osmond Road to Pirie Street [2012/00697]

Strategic Outcome:	Outcome 2 - Accessible City
Program & Value Proposition:	Accessible City – Great streets and places
Program Contact No:	Alan Perkins, PM Accessible City 8203 7130
Approved:	David Chick, Acting GM, City Planning

RECOMMENDATION

That the City Planning & Development Committee recommends to Council that Council:

1. **Endorses Option 1 for the Park Lands Section of the Frome Street South Bikeway from Glen Osmond Road to South Terrace to proceed to detailed design and construction as noted in Attachment A to Item 6 on the Agenda for the meeting of the City Planning & Development Committee held on 23 January 2013;**
2. **Endorses the Charlotte-Regent Section of the Frome Street South Bikeway from South Terrace to Carrington Street to proceed to detailed design and construction as noted in Attachment B to Item 6 on the Agenda for the meeting of the City Planning & Development Committee held on 23 January 2013; and**
3. **Endorses Option 1 for the Frome Section of the Frome Street South Bikeway from Carrington Street to Pirie Street to proceed to detailed design and costing as noted in Attachment C to Item 6 on the Agenda for the meeting of the City Planning & Development Committee held on 23 January 2013.**

BACKGROUND

1. Outcome 2 (Safe Cycling) of *Smart Move: The City of Adelaide's Transport and Movement Strategy 2012-22* (Smart Move Strategy) aims to provide a City where people of all levels of cycling ability feel that they can cycle safely, and to make cycling the most convenient form of transport for local trips. The *Smart Move Strategy* identifies the Frome Street corridor as a Bikeway route providing a strategic north-south route through the City (refer Smart Move Map 13).
2. At its meeting on 22 June 2012, Council approved $2 million to fund the Bicycle Action Plan for the financial year 2012/13. A subsequent application for State Bicycle and State Black Spot Program funding for the financial year 2012/13 was successful in gaining $115k for the Frome Street Bikeway.
3. The Frome Street **South** Bikeway from Glen Osmond Road to Pirie Street is the first of the two phase development of the route. It continues the new shared use path from Greenhill Road at Porter Street which is currently under construction.

SUPPORTING INFORMATION

Frome Street Bikeway

4. The Frome Street Bikeway, incorporating Frome Street, Regent Street, Castle Street and Charlotte Street, is an important bicycle route as it will provide a low-stress and safer cycling alternative to Pulteney Street where the bicycle lane is currently shared with the bus lane during peak hours.
5. The Frome Street Bikeway will connect some of the City's key destinations including the universities, the East-End shopping and entertainment precinct, the Royal Adelaide Hospital, Box Factory, Himeji Garden, Park Lands Trail and the Rugby Street and Porter Street Bicycle Route to the City of Unley with future connections to Mitcham Shopping Centre.

First Stage Community and Stakeholder Consultation

6. In April 2012 the first stage of consultation sought feedback from the community on potential issues that needed to be considered when designing the whole of the Frome Street Bikeway. The 48 responses received offered varying views of the proposed cycling facility, highlighting local traffic and parking as the main issues and perceiving cycling facilities as a secondary issue. A summary of the responses received is provided in **Attachment D**. All the submissions were analysed and considered when developing the concept design options.

Frome Street South Bikeway (Glen Osmond Road to Pirie Street) Design Options

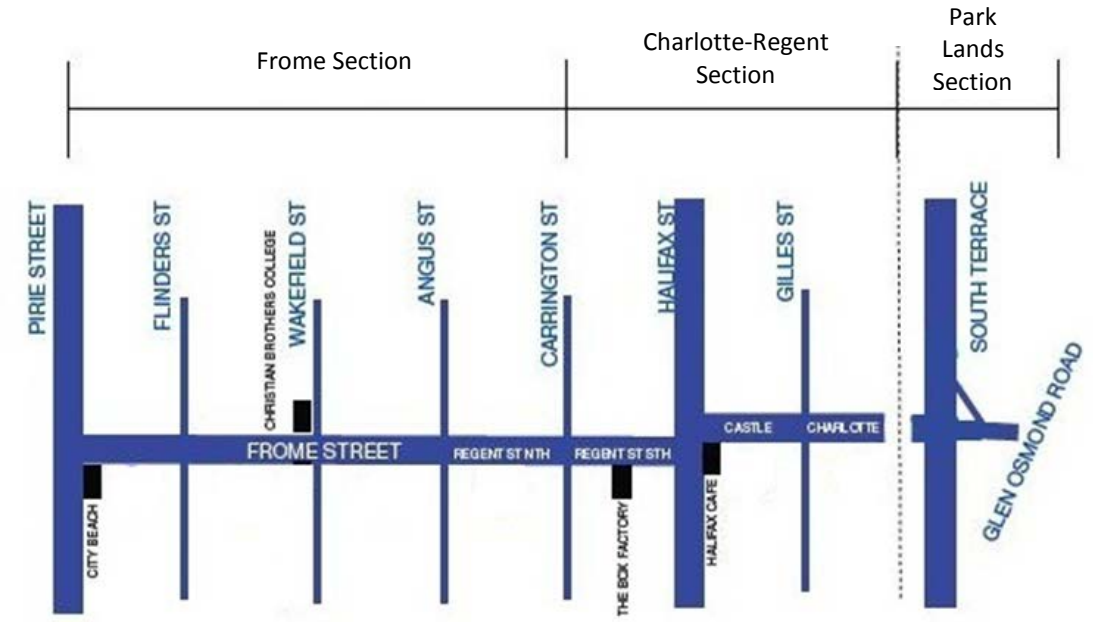
7. Concept design options for the Frome Street South Bikeway between Glen Osmond Road and Pirie Street were developed in consultation with the community, Precinct Groups, Adelaide City Council staff and government staff. Ideas were explored to provide a safe cycling facility whilst considering the effects on pedestrians, road capacity, waste collection, parking and loading.

8. The Frome Street South Bikeway has been divided into three sections defined by the type of cycling facility provided. These three sections are shown in the figure below and are listed as follows:

   8.1 The Park Lands Section: Glen Osmond Road to South Terrace. Refer to (**Attachment A)**.

   8.2 The Charlotte-Regent Section: South Terrace to Carrington Street. Refer to (**Attachment B)**.

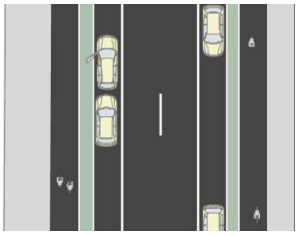
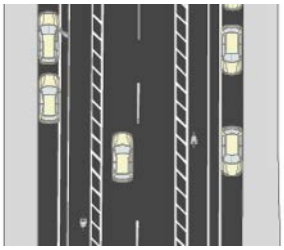
   8.3 The Frome Section: Carrington Street to Pirie Street. Refer to (**Attachment C)**.



9. For consultation two options were considered for the Park Lands and Frome Sections. Only one option has been considered for the Charlotte-Regent Section due to the limited opportunity offered by the current street, path and park layout. The options and a summary of their characteristics are provided in the table below.

The Park Lands Section: Glen Osmond Road to South Terrace (Attachment A)		
	Option 1 – Widen existing cinder path	***Option 2 – New path east of Himeji Gardens***
Design Elements	Widen the existing path to 3 m to provide a shared use path. Cyclists directed around the arbour on the west side. Please note that the median island proposed for South Terrace, shown in Attachment A, will be modified to allow vehicles to turn right into Charlotte Street. The existing path provides a direct route to the Charlotte-Regent Section of the Bikeway.	A new 3 m wide sealed shared path to the east of Himeji Gardens. Please note that the median island proposed for South Terrace, shown in Attachment A, will be modified to allow vehicles to turn right into Charlotte Street. The new path provides a less direct route to the Charlotte-Regent Section of the Bikeway.
Council / APLA	The meeting of the Adelaide Park Lands Authority on the 12 July 2012 advised Council to endorse Option 1 as the preferred bicycle route through the Park Lands in Wita Wirra (Park 18). Council noted the APLA advice in July 2012.	
Park Lands Impact	Minimises impact on Park Lands. Preliminary assessment of native vegetation indicates that no native vegetation is present. Route subject to evaluation under the Native Plant Permit. Park Lands Asset Management requires all replanting and irrigation costs to be accommodated within the project budget.	Greater impact on Park Lands through construction of new path. Route subject to evaluation under the Native Plant Permit. Park Lands Asset Management requires all replanting and irrigation costs to be accommodated within the project budget.
Parking and Loading Impact	On-street parking is estimated to be reduced by 13 spaces at the junction of South Terrace/Charlotte Street.	On-street parking is estimated to be reduced by 20 spaces at the connection of the proposed path with South Terrace and at the junction of South Terrace/Charlotte Street.
Capital Cost	$25k	$110k
Maintenance Cost	Maintenance costs to be determined at the detailed design stage	

The Charlotte-Regent Section: South Terrace to Carrington Street (Attachment B)	
	One option considered
Design Elements	Contra-flow cycling in Charlotte Street and Castle Street, allowing cyclists to travel in both directions in these one-way streets. The arrangement of the bicycle contra-flow is subject to the results of an independent safety audit. The current pedestrian path through the small park between Gilles Street and Ely Place will become a shared use path. The existing shared use path through the small park at Regent Street (north of the Box Factory) will be modified to slow down cyclists entering from Regent Street South. To facilitate safer cycle crossings a kerb protuberance will be provided on Gilles Street, hook turn markings provided on Halifax Street and median islands provided on Carrington Street.
Parking and Loading Impact	On-street parking numbers will be reduced by 1 space in Charlotte Street and 2 spaces on Halifax Street. To improve safety 2 spaces will be relocated from the west side to the east side of Castle Street.
Park Lands	Park Lands Asset Management require all costs associated with implementing the bikeway including modifications to replanting of existing garden beds, irrigation systems and tree pruning to be accommodated within the project budget.
Capital Cost	$95k
Maintenance Cost	Maintenance costs to be determined at the detailed design stage

The Frome Section: Carrington Street to Pirie Street (Attachment C)		
	Option 1 – Kerb-side separated bicycle Lanes	***Option 2 – Traffic-side separated bicycle lanes***
Design Elements	Bicycle lane located adjacent to the kerb with a 1 m wide buffer separating the bicycle lane from parked cars. This option has been further developed and is depicted in an engineering concept drawing and a computer generated image (**Attachment E**). 	Parking lane located adjacent to the kerb, with the bicycle lane located between the parking lane and the travel lane; with a 1 m wide buffer either side of the bicycle lane. 

Cleansing	Increases the length of kerbing to be cleansed, resulting in an increase in cleansing costs.	No additional kerbing to be cleansed.
Sustainable City objectives	The separating median area can be utilised for street planting to achieve Outcome 8 of the *Smart Move Strategy* by using water sensitive urban design (WSUD) principles to reduce stormwater peak flows and reduce the urban heat island effect. This section of Frome Street has been identified as a potential pilot site for implementing WSUD within the City.	Limited opportunity to provide street planting.
Parking, Parking Income Impact and Loading Impact	On-street parking will be reduced by up to 36 spaces, including up to 27 ticketed parking spaces ($70k annual income) would be removed. Up to 3 loading zones will be removed with the remaining loading zones increased in length.	On-street parking will be reduced by up to 29 spaces, including up to 22 ticketed parking spaces ($55k annual income) would be removed. Up to 3 loading zones will be removed with the remaining loading zones increased in length.
Pedestrian Facilities	The separating median creates opportunities to provide pedestrians with safer places to cross the road.	Limited opportunity to provide safer crossing places.
Road and intersection capacity	Preliminary traffic modelling of the proposed intersections indicates that 20% to 40% of traffic will need to divert from Frome Street to other routes through the City to maintain the current level of operation. Traffic management measures such as peak period right turn bans may also need to be implemented.	
Urban Design Framework	As part of the Urban Design Framework development, allowance has been made for the future widening of footpaths.	Future widening of footpaths can't be accommodated without modifications to the parking/bicycle lanes.
Waste Management	The separating median can be utilised for bin presentation zones as recommended in the Council's Draft Design Guide for Residential Recycling. The part-time use of loading zones can also be used for bin presentation zones for businesses. The use of bin presentation zones removes the need for inefficient manual handling of bins by waste collection operators.	No improvement to current waste collection operation.
Capital Cost and Maintenance Cost	Due to the more complicated engineering design of this section, this section is to be advanced to detailed design before a cost estimate can be provided.	

Second Stage Community and Stakeholder Consultation

10. In November 2012, the second stage of consultation invited the community and stakeholders to identify their preferred options for the Frome Street Bikeway from Glen Osmond Road to Pirie Street. An analysis of the results of the consultation is provided in **Attachment D**. In summary, the results of the consultation showed:

    10.1 The Park Lands Section: Glen Osmond Road to South Terrace; 44% preferred to widen the existing Cinder Path in the Wita Wirra (Park 18) with 13% supporting a new path.

    10.2 The Charlotte-Regent Section: South Terrace to Carrington Street; general support for separating the cycle path entry from the existing footpath entrance to the small park at Regent Street.

    10.3 The Frome Section: Carrington Street to Pirie Street; 65% preferred kerb-side separated bicycle lanes with 15% expressing a preference for traffic-side separated bicycle lanes.

Recommended Options for Detailed Design and Construction

11. The recommended options for the Frome Street South Bikeway are as follows:

    11.1 The Park Lands Section: Glen Osmond Road to South Terrace - to minimise impact on the Park Lands and to provide a direct connection for cyclists *Option 1* is recommended.

    11.2 The Charlotte-Regent Section: South Terrace to Carrington Street - only one option has been considered and is recommended.

    11.3 The Frome Section: Carrington Street to Pirie Street - *Option 1* is recommended on the basis that this form of physically separated bicycle lanes will provide significantly improved safety and amenity for cyclists, encourage new or less confident cyclists, is supported by the majority of consultation responses, presents opportunities to create safer pedestrian crossing points, consolidate bin storage areas and improve the streetscape through landscaping.

Next Steps

12. A range of technical traffic, landscaping, waste collection, cleaning and similar issues will be finalised in the detailed design stage.

13. For the Park Lands and Charlotte-Regent Sections detailed designs will be prepared by April 2013 and construction will proceed between May and August 2013.

14. Due to the more complicated engineering design of the Frome Section a more detailed examination of costs is required. Detailed designs and cost estimates will be prepared by May 2013 and a report will be presented to Council prior to proceeding with construction.

IMPLICATIONS

Implication	Applicable	Comment
Policy	YES	The Frome Street Bikeway supports the Smart Move Strategy - Outcome 2: Safe Cycling.
Business Plan Objectives / Outcomes or Services	YES	Smart Move Strategy - Outcome 2: Safe Cycling.
Consultation	NO	The community and stakeholders were consulted and will be informed of the finalised detailed design.
Resource	YES	Resources are included in the Accessible City BP&B 2012-13.
Risk / Legal / Legislative	YES	State Bicycle Black Spot Funding is for this financial year only.

Budget / Financial Implications

12/13 Budget Allocation	12/13 Budget Reconsideration	Proposed 13/14 Budget Allocation	Ongoing Costs (eg maintenance)	Life of Project / Life Expectancy of Asset
YES - Strategic Enhancements	NO	YES	YES	NO

ATTACHMENTS

Attachment A – The Park Lands Section of Frome Street South Bikeway: Options 1 and 2.

Attachment B – The Charlotte-Regent Section of Frome Street South Bikeway.

Attachment C – The Frome Section of Frome Street South Bikeway: Options 1 and 2.

Attachment D – Consultation analysis and results.

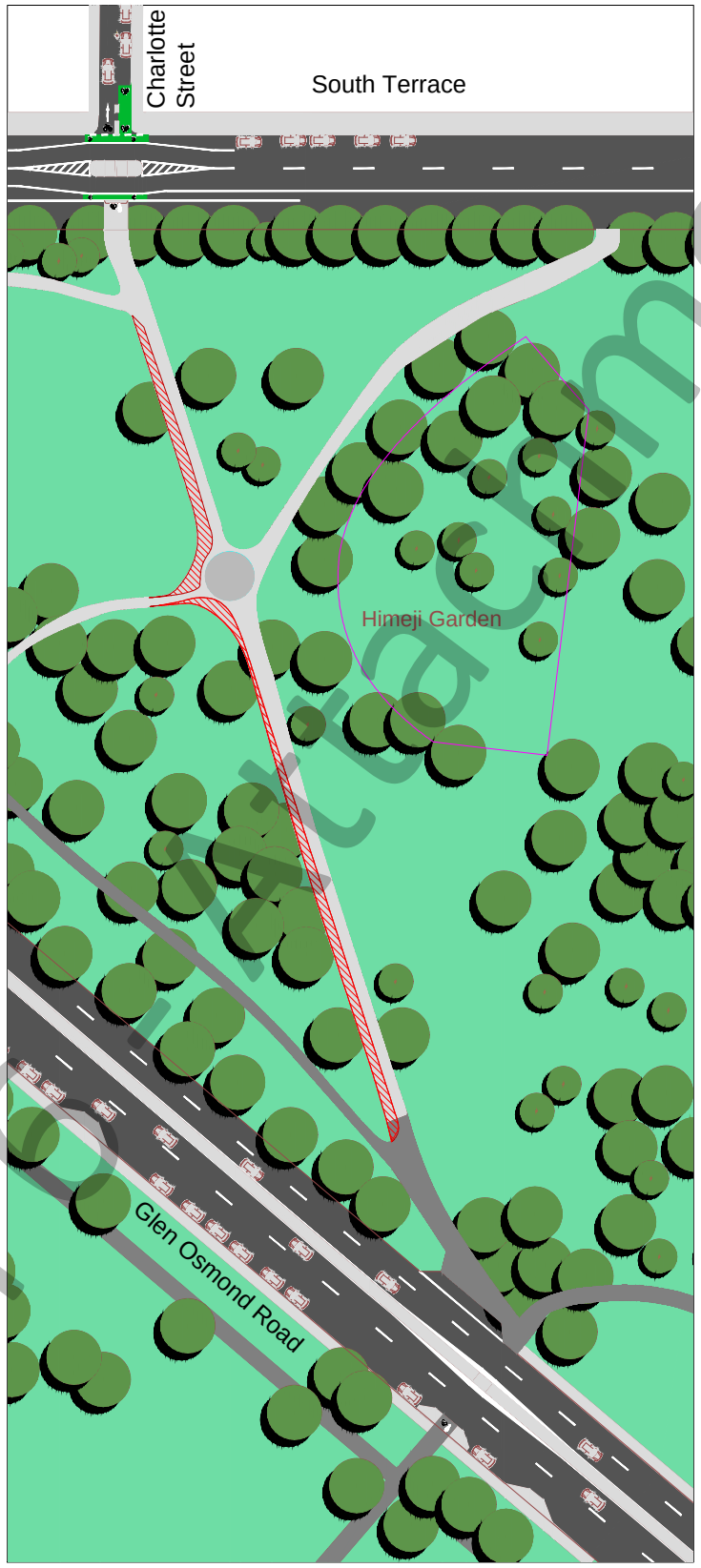
Attachment E – The Frome Section Option 1: Engineering concept drawing and computer generated image of kerb-side separated bicycle lanes.

Attachment A: Options 1and 2 for the Park Lands Section

Option 1 - Widen existing cinder path

Key:

Widened path



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Attachment A continued.

Option 2 - New path east of Himeji Gardens

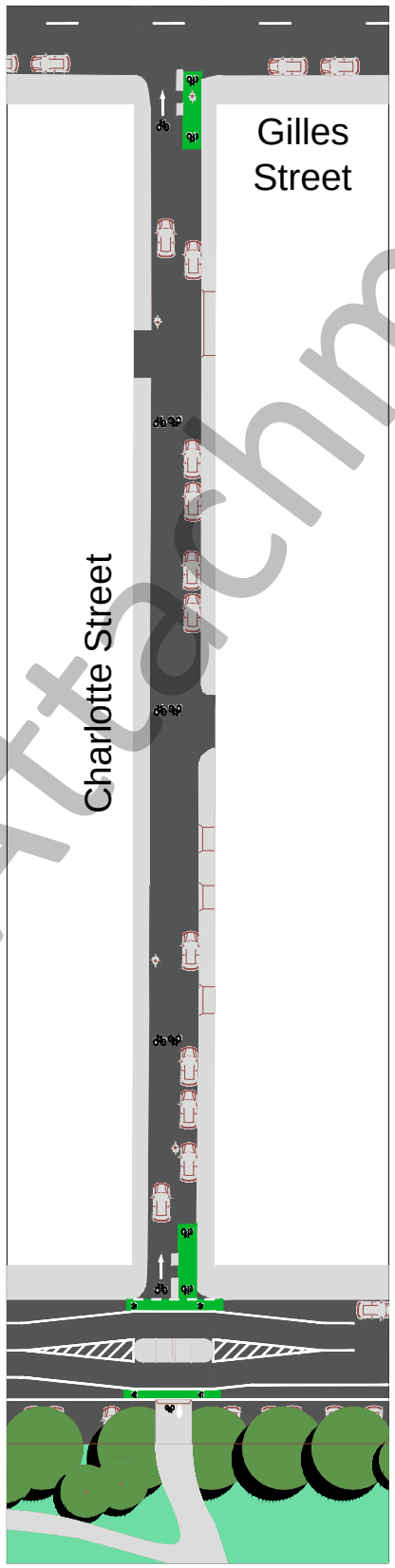
Key

Proposed new shared path



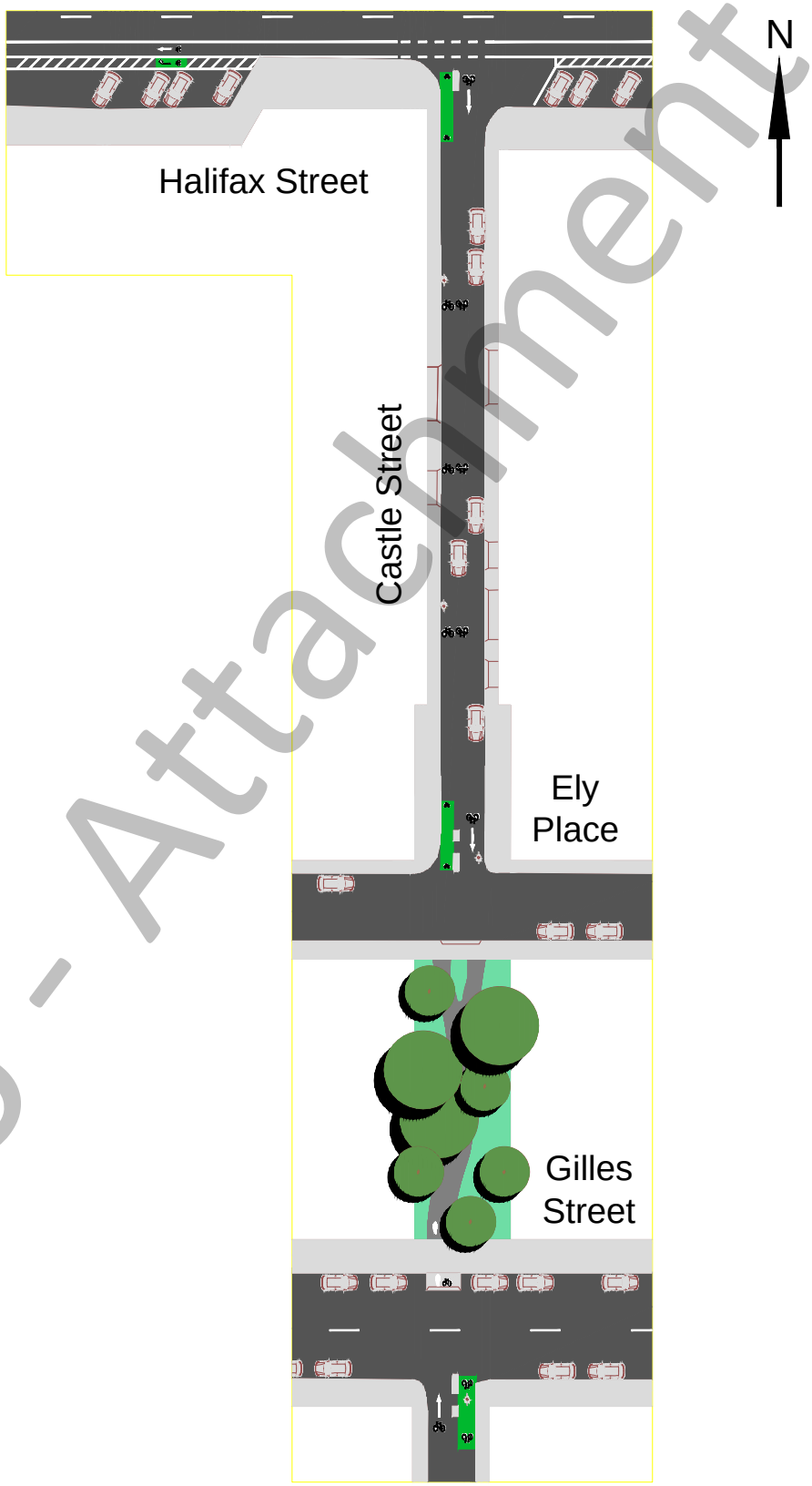
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Attachment B: Charlotte-Regent Section



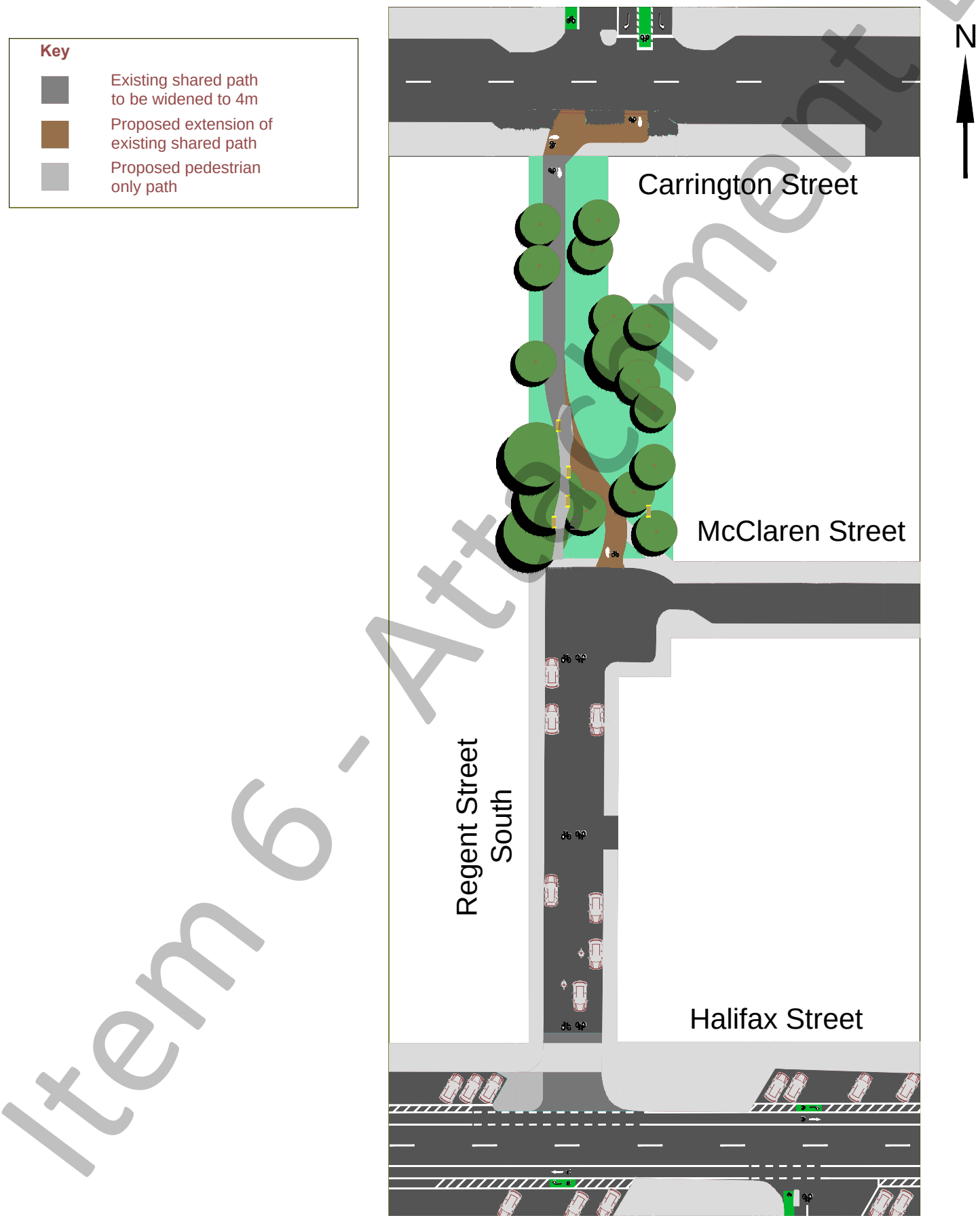
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Attachment B: Charlotte-Regent Section continued



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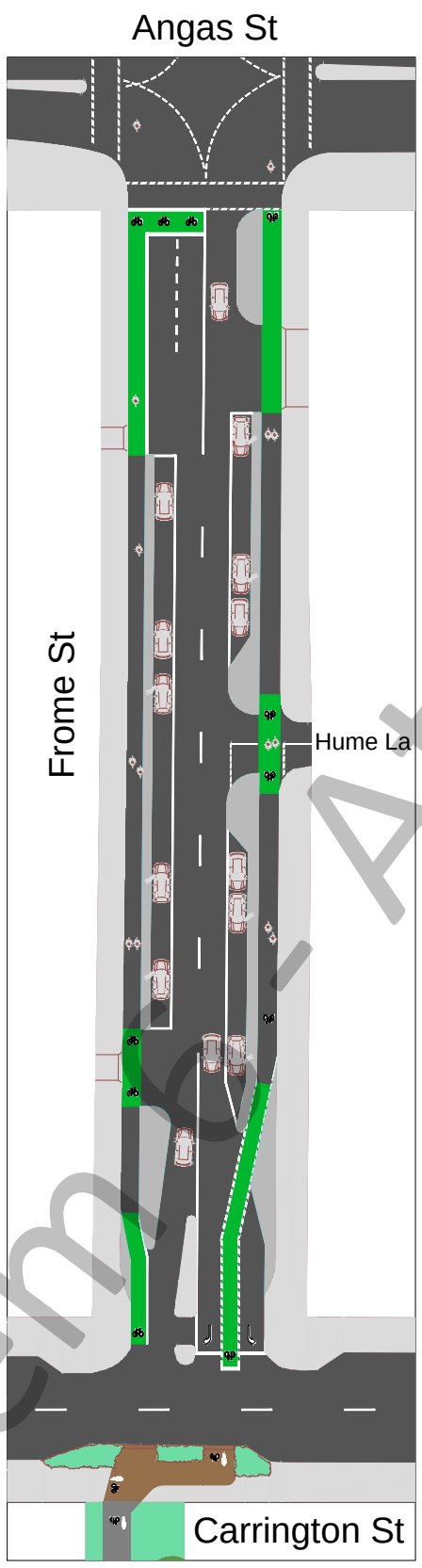
Attachment B: Charlotte-Regent Section continued



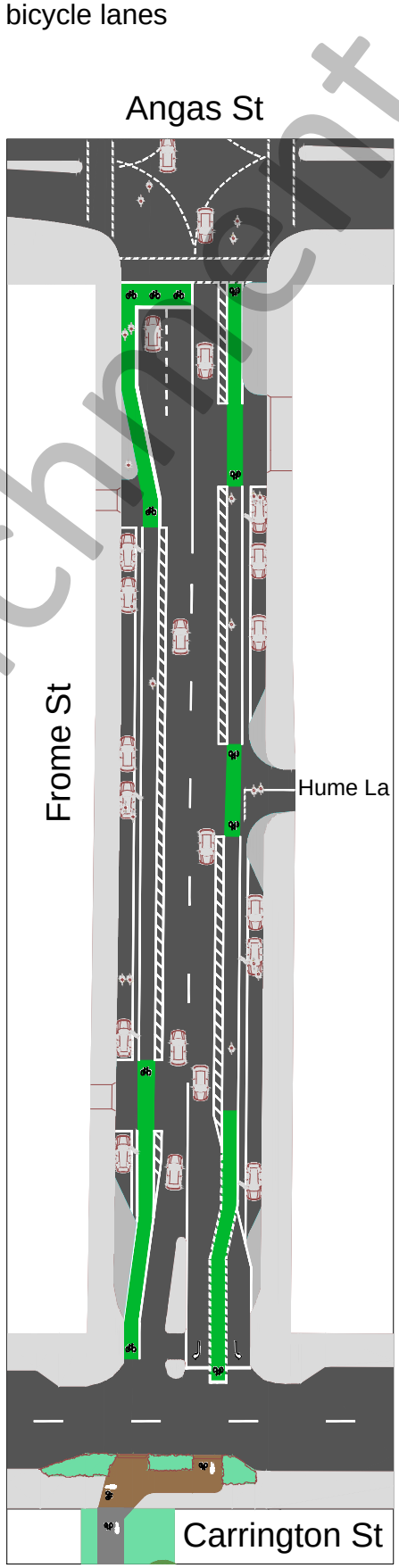
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Attachment C: Options 1and 2 for the Frome Section

Option 1 - Kerb-side separated bicycle lanes



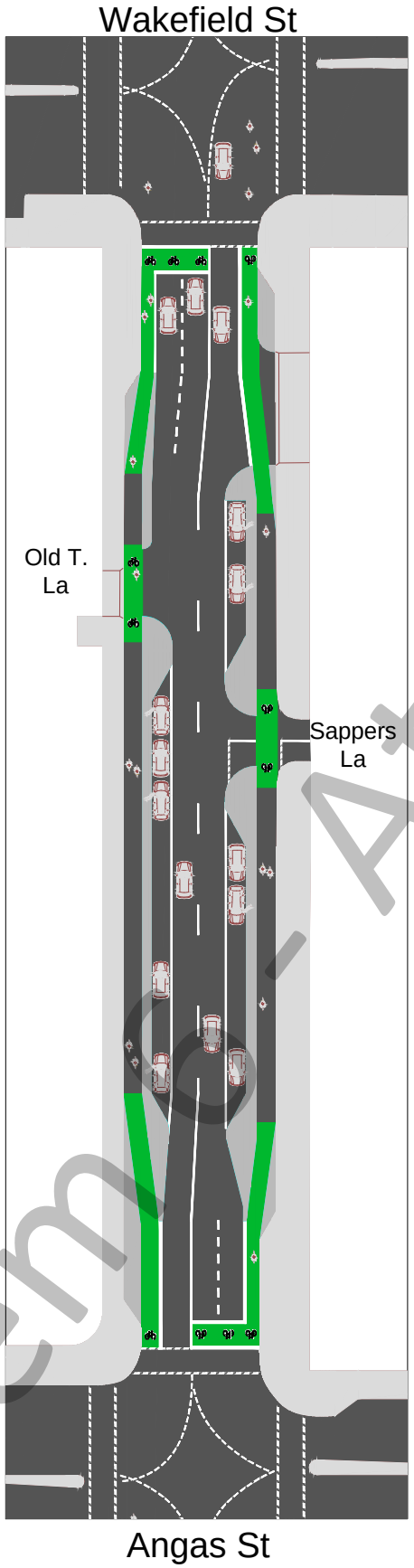
Option 2 - Traffic-side separated bicycle lanes



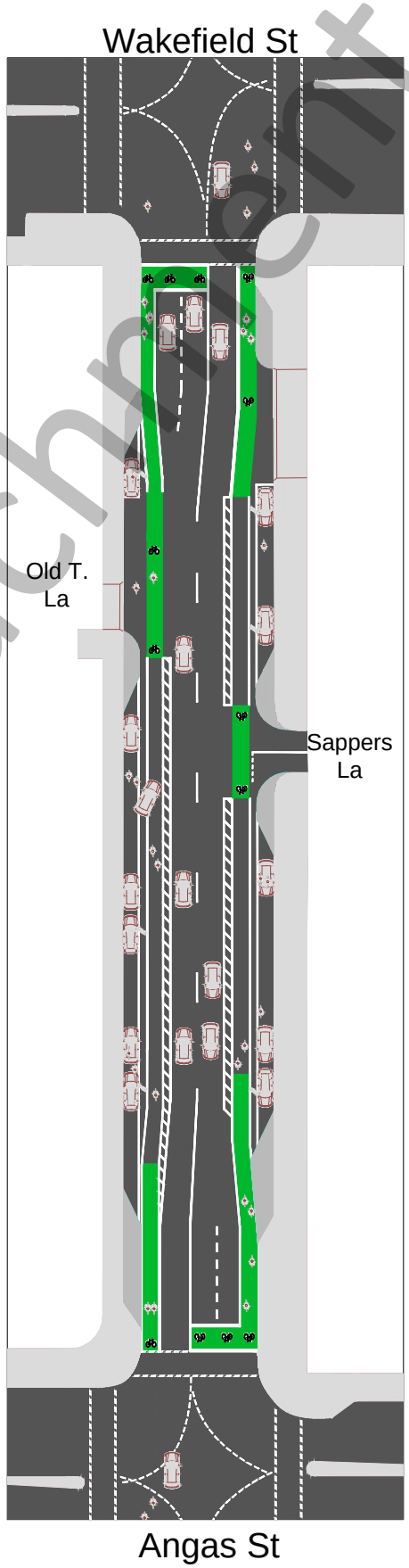
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Attachment C: Options 1and 2 for the Frome Section continued

Option 1 - Kerb-side separated bicycle lanes



Option 2 - Traffic-side separated bicycle lanes

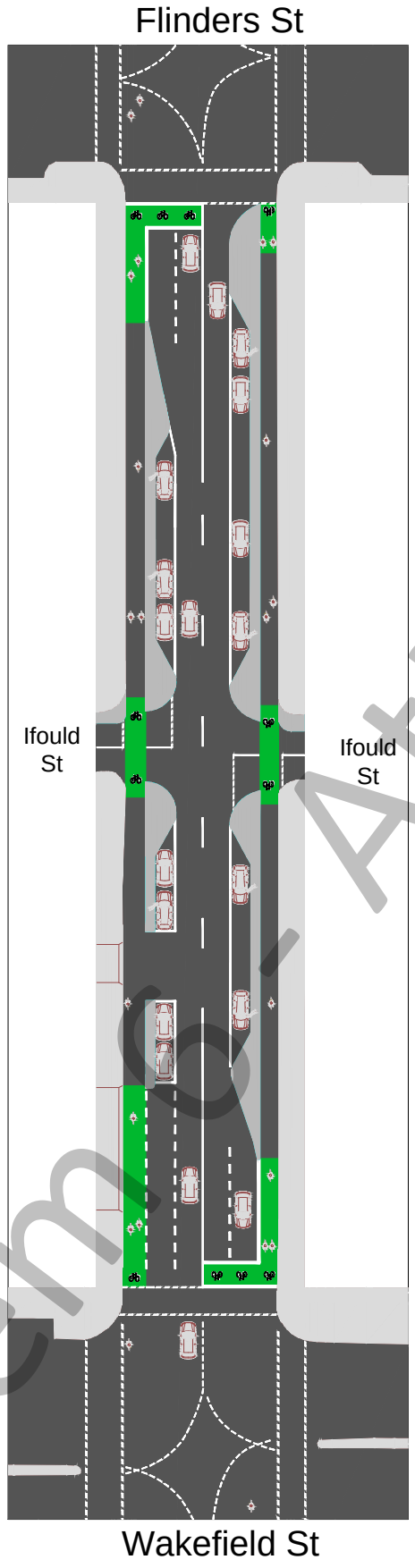




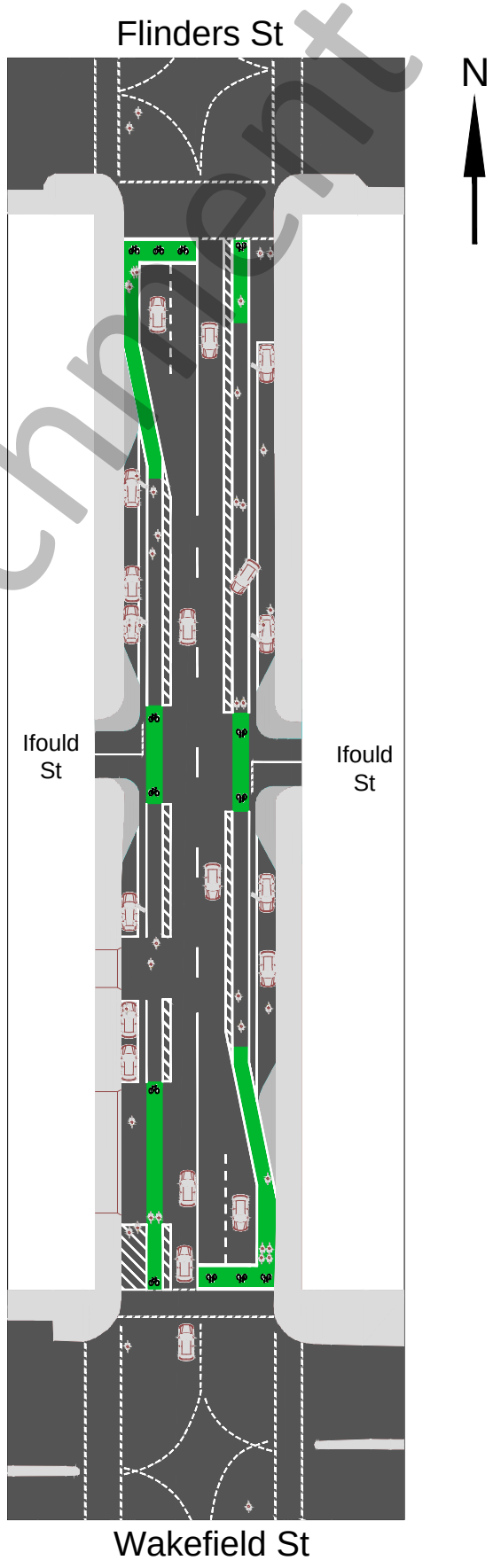
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Attachment C: Options 1and 2 for the Frome Section continued

Option 1 - Kerb-side separated bicycle lanes



Option 2 - Traffic-side separated bicycle lanes



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Frome Street South Bikeway: Glen Osmond Road to Pirie Street – Consultation Analysis.

OVERVIEW

On 22 June 2011 the Council endorsed the Bicycle Action Plan 2011-13 which identified the Frome Street Bicycle Route as requiring improvements to the bicycle infrastructure.

In order to inform Councils preparation of detailed designs, comments were sort from the affected stakeholders through a two stage engagement.

THE FIRST STAGE OF CONSULTATION - FROME ST. BIKEWAY & PULTENEY ST EXTENSION

In April 2012, Council staff engaged with the community and stakeholders to identify possible issues and concerns regarding the provision of a bicycle route for the Frome Street corridor from Glen Osmond Road to North Terrace, and Pulteney Street, from Pirie Street to North Terrace. The following engagement activities were undertaken:

- A **leaflet** sent to owners and occupiers on the route (Appendix 1).
- Community information and online discussion forum were made available on Council consultation website 'Your Say Adelaide'.

Given the distinct issues faced within different parts of each corridor, the projects were split into three sections for the purposes of consultation and these include:

- **Section A:** The section of the Frome Street corridor from Glen Osmond Road to Pirie Street (including Wita Wirra (Park 18), Charlotte Street, Castle Street, Regent Street and Frome Street)
- **Section B:** Frome Street, from Pirie Street to North Terrace
- **Section C:** Pulteney Street, from Pirie Street to North Terrace

Key design considerations raised regarding Section A included:

- Accessibility for customers in the business locations on Frome and Pulteney
- The prospect of the loss of loading zones
- Motorists using Charlotte Street as a rat run in the morning peak period
- Loss of on street parking
- Safety issues with fast cyclists on the local residential streets
- Impact on the small parks located in Ely Place and Regent Street
- Maintaining access to the Box Factory and properties along the corridor
- Cyclists crossing at the Halifax Street intersections

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THE SECOND STAGE OF CONSULTATION

Community submissions were sort in relation to proposed design options for the Frome Street South Bikeyway (Glen Osmond Road to Pirie Street). The Consultation period extended from 19 October to 9 November 2012. Engagement activities included the following:

- A **leaflet** sent to owners and occupiers on the route (Appendix 2).
- Information including plans of the project were displayed at the following locations:
  - Box Factory Community Centre (59 Regent St South)
  - Planning Lab (25 Pirie Street)
  - Hutt Street Library (235 Hutt Street)
  - Council's website www.adelaidecitycouncil.com
  - University of Adelaide
  - University of South Australia (City East Campus)
- An open **community event** was held on the 25 October at the Hutt Street Library between 12pm - 2pm and 5pm - 7pm.
- Following a low response rate, an additional community event was held on 5 November 2012 at the Colonel Light Centre between 12:15pm - 2:15pm. This was advertised through Council websites, social media and Bicycle SA was notified.
- Community information and online questionnaire were made available on Council consultation website 'Your Say Adelaide'.

KEY STAKEHOLDER ENGAGEMENT

As detailed below meetings were undertaken with the key stakeholders to introduce the designs and work through issues.

KEY STAKEHOLDER	DATE OF CONSULTATION	TYPE OF CONSULTATION
South East Residents Community Association	6 September 2012	Informal meeting with President and Secretary
Hutt Street Precinct Group	6 September 2012	Presented to committee
City of Unley	13 September 2012	Meeting with Transport Engineers
APLA	12 July 2012	Board Meeting Report T
DPTI Metro Division	13 September 2012	Presentation
Bicycle Action Plan Reference Group (comprising of Bicycle SA, Bicycle Institute of South Australia and DPTI Office of Cycling and Walking)	6 September 2012	Presentation
Access Planning Group	12 September 2012	Presentation

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SUBMISSIONS RECEIVED – FROME STREET SOUTH BIKEWAY

The *Frome Street South Bikeway: Glen Osmond Road to Pirie Street* received a high level of interest from the community and stakeholders, including:

- 122 feedback form submissions (108 electronic and 14 hardcopy) (APPENDIX 3)
- 9 email submissions via the *Your Say Adelaide* website (APPENDIX 4)
- 1 formal letter submission (APPENDIX 5)
- 1416 web page views
- 1112 document downloads
- Approximately 11 people attended the community open day at the Hutt Street Library
- Approximately 6 people attended the open day at the Colonel Light Centre

QUESTIONS POSED

The public were asked to respond to the following six questions:

1. How do you participate in City life? (You may tick as many as you wish)
2. How do you travel in and around the around the City? (Select all that apply)

THE FROME SECTION

3. Along the Frome Street Bicycle Route (Carrington Street to Pirie Street), two options are proposed. Which do you prefer?

THE CHARLOTTE- REGENT SECTION

4. At the Box Factory Community Centre (59 Regent Street, South), the cycle lane has been separated from the pedestrian path to improve safety by slowing down cyclists. Do you support this additional treatment?

THE PARKLANDS SECTION

5. At the Park Lands (Park 18), two options are proposed. Which option do you prefer?

GENERAL COMMENTS

6. Do you have any other comments?

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ANALYSIS OF RESPONSES

The following sections analyse the response to the six questions. The questions posed were a mixture of closed and open responses. This has enabled the results to be qualified and further analysed to understand the issues in more detail. Appendix 2-4 provides a transcript of the open ended comments and other correspondence received and the following has selected the typical comments relating to each question.

Who responded?

A series of questions were asked to understand who was responding and the perspective they were coming from.

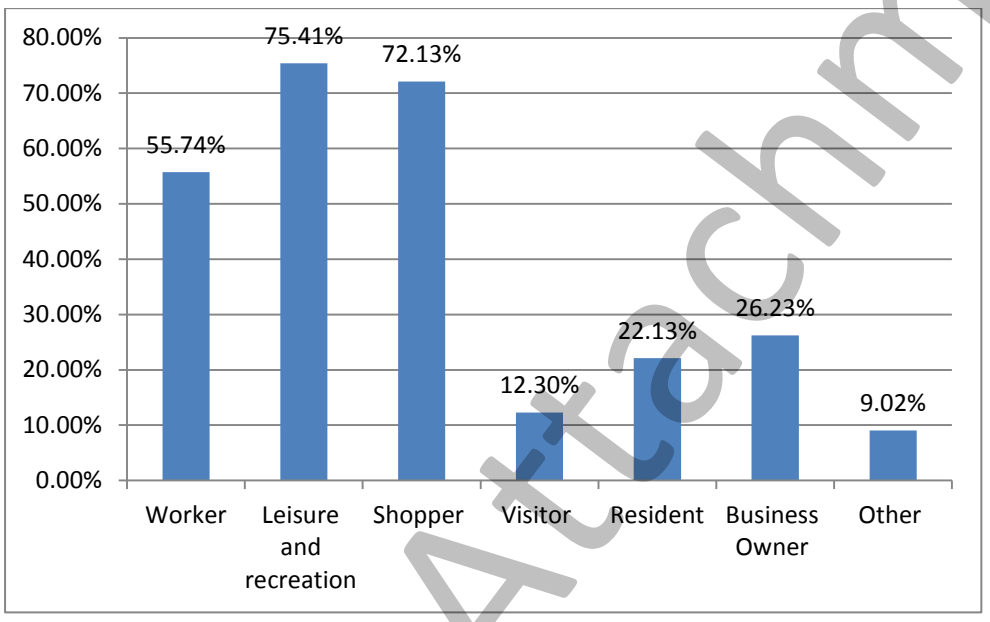


Figure 1: Results of question "How do you participate in City life? (You may tick as many as you wish)"

As detailed in the figure 1 above, respondents used the City in a variety of ways with Leisure and Recreation, 75.41% being the highest type of use. Other ways respondents participated in City life included:

"member of church in city"

"training"

"retiree"

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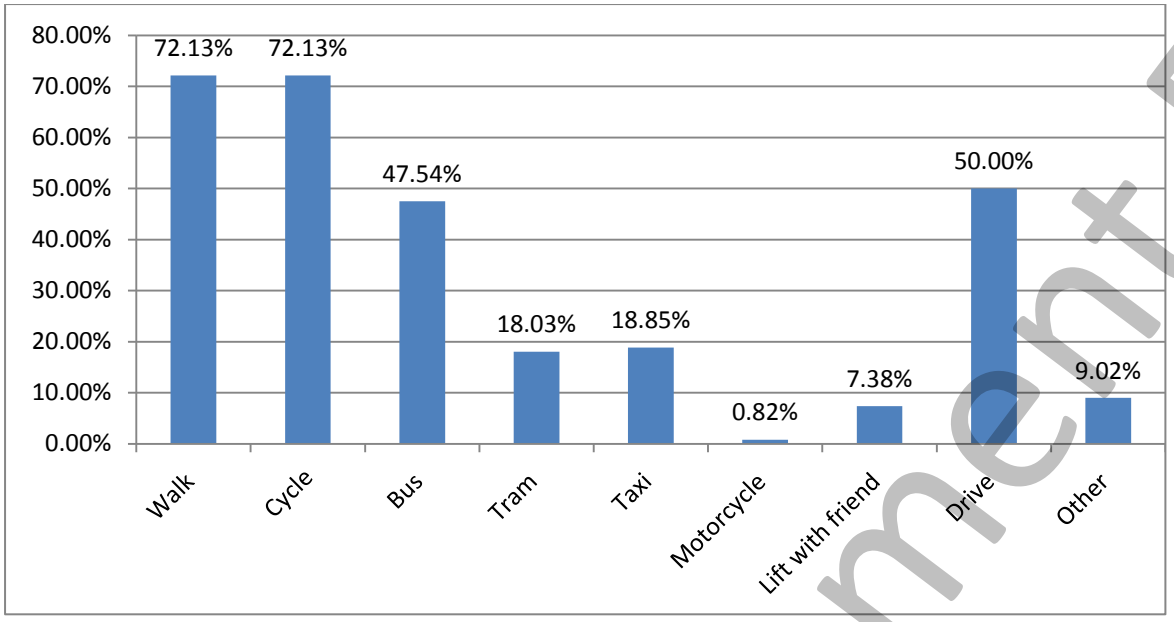


Figure 2: Results of question "How do you travel in and around the around the City? (Select all that apply)

As detailed in the figure 2 above, respondents used multiple modes of transport in and around the City. Other ways respondents travelled in and around the City included:

"I also use the Go Get car scheme"

"Scooter (human powered)"

As general comment, respondents also listed "tram", accordingly may have missed this as an option to respond to.

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THE FROME SECTION

(Section A3: Carrington Street to Pirie Street)

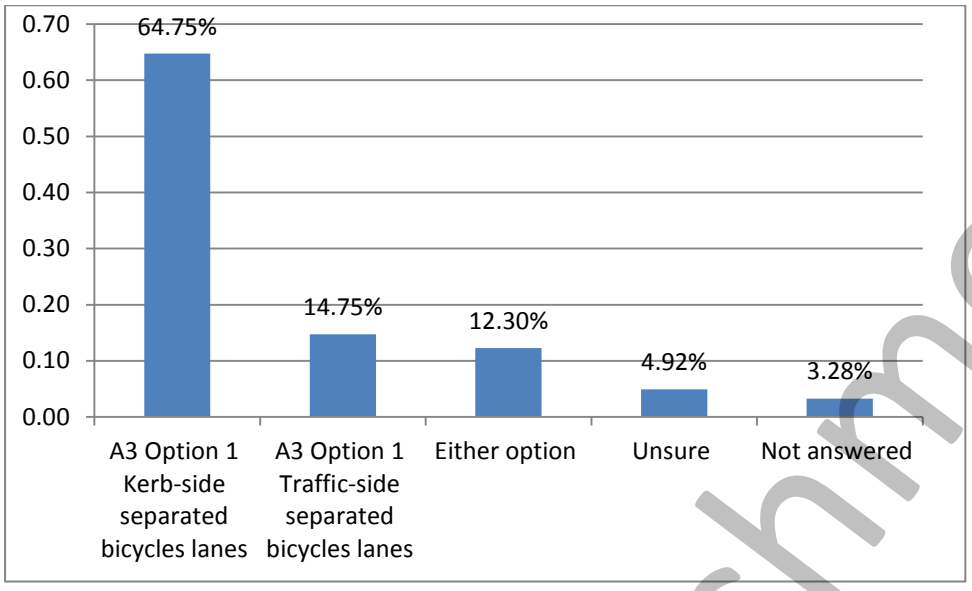


Figure 3: Results of question "Along the Frome Street Bicycle Route (Carrington Street to Pirie Street), two options are proposed. Which do you prefer?"

As detailed in the figure 3 above, within section A 3, there was an overwhelming level of support for Option 1 Kerbside separated bicycle lanes with 64.75% indicating a preference for this option. Whilst Kerbside separated bicycle lanes were clearly preferred, a reasonable level of support was provided for Traffic- side separated bicycle lanes, 14.75%.

Appendix 3 provides a transcript of the open ended component of this question.

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CHARLOTTE – REGENT SECTION

(Section A 2: South Terrace to Carrington Street)

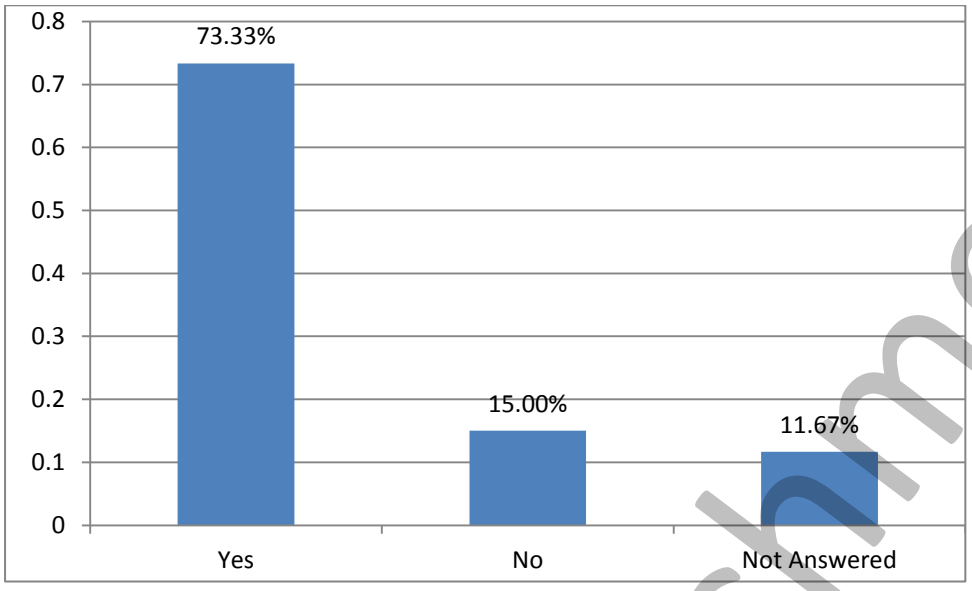


Figure 4: Results of question "At the Box Factory Community Centre (59 Regent Street, South), the cycle lane has been separated from the pedestrian path to improve safety by slowing down cyclists. Do you support this additional treatment? "

As detailed in the figure 4 above, the majority of respondent answered 'yes', 73%, however a reasonably high number answered 'no', 15%. Accordingly a majority of respondents would like to see the bicycle lane to be separated from the pedestrian path to improve safety and slow down cyclists.

Appendix 3 provides a transcript of the open ended component of this question.

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THE PARKLANDS SECTION

(Section A 1: Glen Osmond Road to South Terrace)

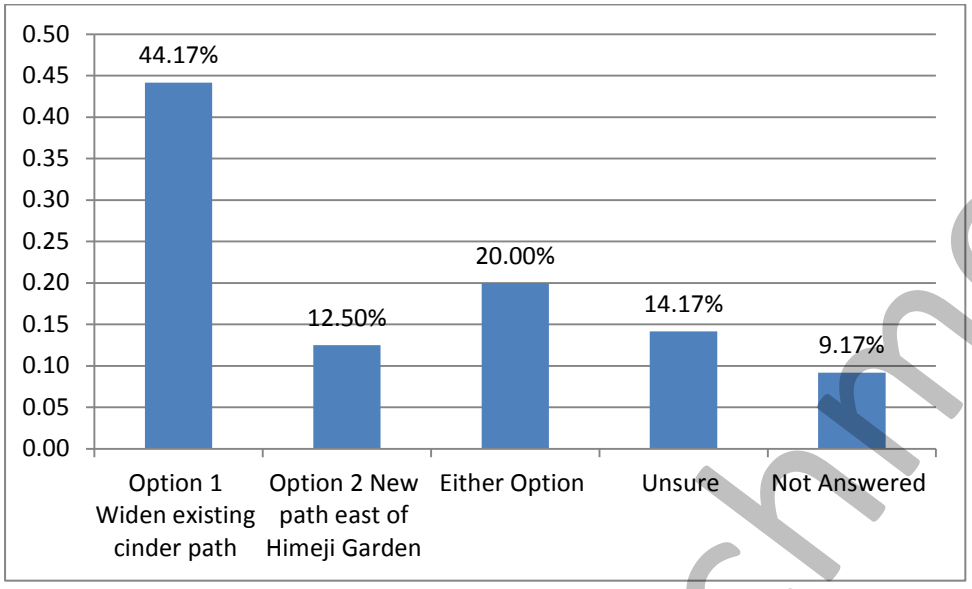


Figure 5: Results of question "At the Park Lands (Park 18), two options are proposed. Which option do you prefer?"

As detailed in figure 5 above, the majority of respondents preferred to widen the existing cinder path, 44.16%. A large proportion, 20%, preferred either option whilst only 12.5%, preferred to construct a new path east of Himeji Gardens.

Appendix 3 provides a transcript of the open ended component of this question

GENERAL COMMENTS:

Respondents were given the opportunity to provide other comments. The comments varied from providing added information for the additional design considerations and support for the options within each section. Typical responses are detailed below.

Respondents were concerned about 'dooring'.

" I recently had an accident on Frome St, next to CBC when a car driver opened their door without checking. So I am keen to see this project to proceed."

There was a concern raised in relation to the proposal already being an agreed project.

"This questionnaire has been worded on the basis that the bicycle route (s) will be going ahead in the one form or another despite any opposition to the proposal. The proposal caters for a minority bus disrupts the majority be limiting vehicles access and the removal of significant amount of car parking."

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Comments were received in relation to intersection treatments, with a clear preference for additional treatments at intersections where possible.

"Bend out crossing for intersections provide potential to slow bikes down and minimise conflict between a bike and turning car."

"6. Intersection treatment: the raised platform treatment. Coloured setts raised to pavement level with a different colour for the bike lane. It has proved very successful in London to the turnings off Kensington High Street W8. It visually sends a message to car drivers that they are going off the tarmac, and to pedestrians that they are going off the pavement, and it leads to mutual respect. I do not see that introducing a bike lane across the raised area will be regarded as any different."

Additional comments were received in relation to Contra-flow cycling highlighting the dis-benefits and benefits.

"Council should consider the implementation of contra-flow cycling and seek ministerial exemption to allow this to happen where appropriate. Contra-flow cycling has been around for years in some European countries where it has been well received, providing many benefits. Where it may be perceived to be dangerous by some, it actually provides a safer shared road for cyclists and vehicles, naturally reducing speed and improving traffic flow. European statistics and studies testify this."

Other elements that were common themes throughout the responses include:

- Safety of cyclists
- Visibility of cyclists
- Proposed intersection treatments
- Parking loss. It is noted that few comments were received in relation to parking and loss of traffic lane.
- Impact on landscaping

CONCLUSIONS:

A number of key themes were identified by the respondents and following outlines section by section.

THE FROME SECTION

(SECTION A3: Carrington Street to Pirie Street)

Type of separated bicycle lane

Kerb-side bicycle lanes were clearly considered the preferred option when compared to the Traffic-side bicycle lanes. It is understood by the open ended question, there is a perception that Kerb-side bicycle lanes allow a greater separation from the traffic and therefore are safer. Support for Traffic-side lanes was apparent however the majority of respondents preferred the approach of Kerb-side lanes. In the open ended responses, only one respondent identified that they were against both options. In any case, additional design considerations were suggested in relation to both of the options.

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Parking

Parking concerns were not raised significantly however comments were received. Considerations from the consultation included to ensure car parking is retained where possible especially near businesses.

Buffers

Responses indicated buffers should be sufficient enough to separate cyclists from pedestrians and parked and moving vehicles. Some respondents were happy with the painted lines however there were a number of responses sought to ensure there is adequate separation from pedestrians, traffic and parked cars.

Sightlines

Some concerns were raised in relation to the visibility of cyclists and particular references were made to the Kerb-side option versus Traffic-side bicycle lanes. In respect to this, the respondents pointed out the differences between the two options, with Kerb-side potentially resulting in lack of visibility due to park cars or other infrastructure. On the contrary, respondents raised traffic-side allows separation and an awareness to be provided with the cars seeing the cyclist and considering cyclists on the road. Respondents indicated that sightlines for cyclists should be closely assessed to ensure conflict points are minimised.

THE CHARLOTTE – REGENT SECTION

(SECTION A 2 South Terrace to Carrington Street)

Box Factory additional path

Respondents clearly preferred the separation of the cycle lane from the pedestrian lane in order to improve safety and slow down cyclists. Questions were raised in relation to the specific treatment proposed and how cyclists would actually be slowed. However there was a clear preference for cyclists to be slowed in this instance. Other considerations included, for the design to include information or signage requirements to indicate when pedestrians are mixing back into the same path.

Halifax Street

Some respondents felt that Halifax Street should be improved to increase the storage space of cyclists. Another respondent detailed that they were unsure about the continuous footpath at the south end of Halifax Street. There was recognition of the dangers to cyclists on these intersections of Halifax Street.

Contra-flow cycling (proposed in Castle and Charlotte Streets)

Concerns about the safety of cyclists were raised from respondents. There was some support for Contra-flow cycling, as there was recognition that this manner of travel already occurs. Other respondents recognised that contra flow was successful and popular in European Countries

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suggesting that statistics and studies testify this. It was also felt that clear driver information needs to be provided with sufficient signage. Other responses also suggested an individual bicycle lane.

Landscaping

Respondents requested that the landscaping lost as a result of the design treatments should be replaced. Other responses supported the water sensitive design options.

Regent Street South

Some of the respondents showed support for a cycle lane in the Regent Street South location rather than proposed sharing of the road space. No comments were received in relation to the implications of this the loss of parking as a result an additional cycle lane in Regent Street South.

THE PARK LANDS SECTION

SECTION A 1: Glen Osmond Road to South Terrace

Path Options

The majority of respondents considered the widening of the existing cinder path to be the preferred option. However many respondents did not see the point in the extra path and were further concerned about the expense and disruption to the Park Lands. In addition a number of respondents indicated that they personally would not use the additional path as it was not considered the most direct path.

Intersection treatment at South Terrace

Respondents indicated that they agreed with the improved pedestrian and cyclists conditions. One particular respondent was concerned about the limited to right-turn and the impact on traffic movements to residential properties. Suggestions were proposed including allowing of right turns to 'local traffic only' and providing a raised platform to slow vehicles and move more cyclists across the intersection. A respondent indicated that they had no experience of "rat running" down Charlotte Street.

OTHER GENERAL CONSIDERATIONS

Parking

Some concerns regarding the loss of parking. Parking controls were considered needing to be reviewed to ensure loading zones will be maintained and the time limits reflect need.

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APPENDICES

Appendix 1 – EXAMPLE OF LEAFLET – FIRST STAGE OF CONSULTATION

Appendix 2 – EXAMPLE OF LEAFLET – SECOND STAGE OF CONSULTATION

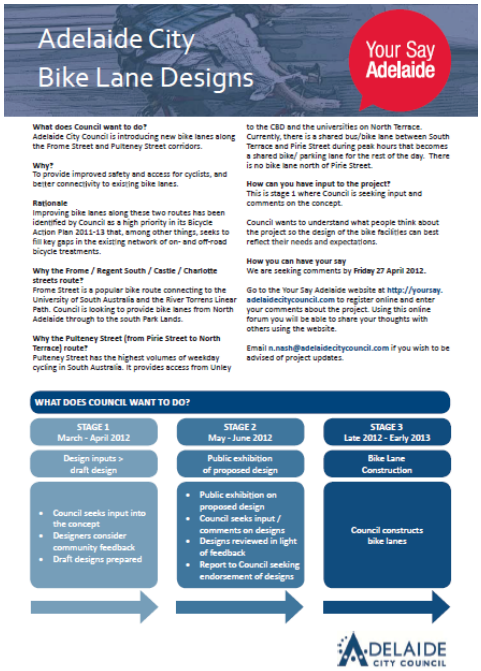
Appendix 3 - TRANSCRIPT OF OPEN ENDED QUESTIONS

Appendix 4 – LETTERS RECEIVED

Appendix 5 – FORMAL LETTER SUBMISSION

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Appendix 1 – EXAMPLE OF LEAFLET – FIRST STAGE OF CONSULTATION



Adelaide City
Bike Lane Designs

Your Say Adelaide

What does Council want to do?
Adelaide City Council is introducing new bike lanes along the Frome Street and Pulteney Street corridors.

Why?
To provide improved safety and access for cyclists, and better connectivity to existing bike lanes.

Rationale
Improving bike lanes along these two routes has been identified by Council as a high priority in its Bicycle Action Plan 2011-13 that, among other things, seeks to fill key gaps in the existing network of on- and off-road bicycle treatments.

Why the Frome / Regent South / Castle / Charlotte streets route?
Frome Street is a popular bike route connecting to the University of South Australia and the River Torrens Linear Path. Council is looking to provide bike lanes from North Adelaide through to the south Park Lands.

Why the Pulteney Street (from Pirie Street to North Terrace) route?
Pulteney Street has the highest volumes of weekday cycling in South Australia. It provides access from Unley to the CBD and the universities on North Terrace. Currently, there is a shared bus/bike lane between South Terrace and Pirie Street during peak hours that becomes a shared bike/ parking lane for the rest of the day. There is no bike lane north of Pirie Street.

How can you have input to the project?
This is stage 1 where Council is seeking input and comments on the concept.

Council wants to understand what people think about the project so the design of the bike facilities can best reflect their needs and expectations.

How you can have your say
We are seeking comments by **Friday 27 April 2012.**

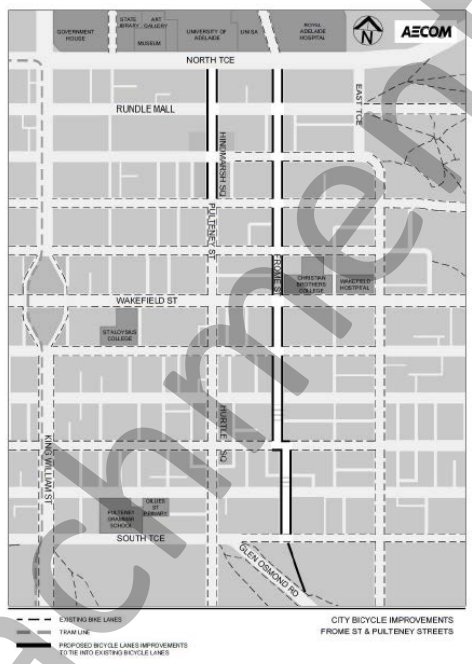
Go to the Your Say Adelaide website at **http://yoursay.adelaidecitycouncil.com** to register online and enter your comments about the project. Using this online forum you will be able to share your thoughts with others using the website.

Email **n.nash@adelaidecitycouncil.com** if you wish to be advised of project updates.

WHAT DOES COUNCIL WANT TO DO?

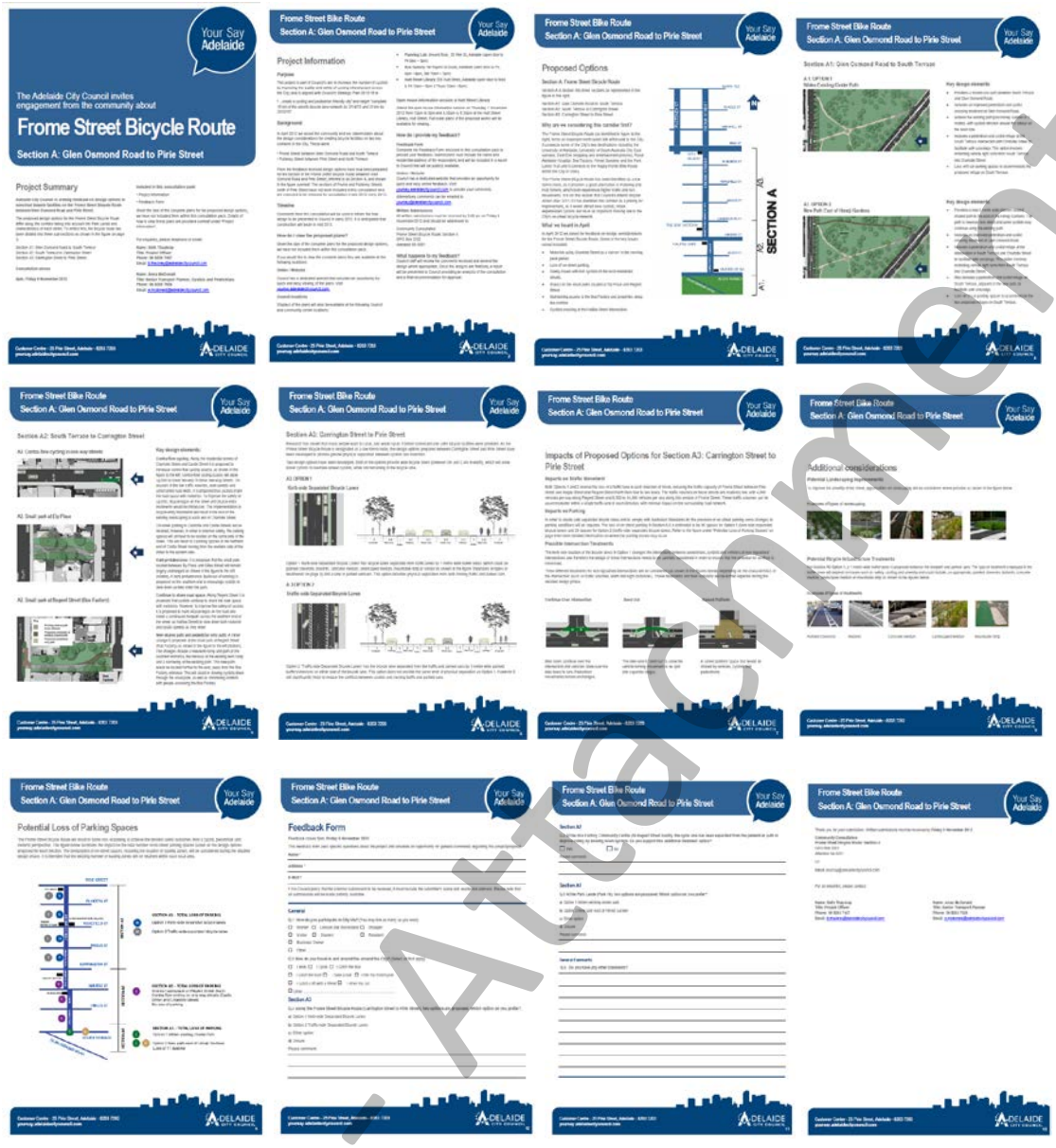
STAGE 1 March - April 2012	STAGE 2 May - June 2012	STAGE 3 Late 2012 - Early 2013
Design inputs > draft design	Public exhibition of proposed design	Bike Lane Construction
• Council seeks input into the concept • Designers consider community feedback • Draft designs prepared	• Public exhibition on proposed design • Council seeks input / comments on designs • Designs reviewed in light of feedback • Report to Council seeking endorsement of designs	Council constructs bike lanes

ADELAIDE CITY COUNCIL



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Appendix 2 – EXAMPLE OF LEAFLET – SECOND STAGE OF CONSULTATION



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Appendix 3 - TRANSCRIPT OF OPEN ENDED QUESTIONS

THE FROME SECTION

SECTION A3 Question 3: Along the Frome Street Bicycle Route (Carrington Street to Pirie Street), two options are proposed. Which option do you prefer?

I would support and option that could be widely applied in the city. This would minimise confusion for drivers and cyclists. I like that option 1 allows for water sensitive urban design to be incorporated.
There should be an option for those of us who are not in favour of any kind of Frome street bicycle route.
Kerb side is safer for everyone as many (not all) cyclists cannot be trusted to adhere to their lane, the main issue being their failure to check fro traffic on the road alongside them before pulling out.
As a cyclist I get nervous about the idea of continuously removing cyclists from the road as this fuels the debate that cyclists shouldn't be on the road at all. Additionally, the kerb-side separated bicycle lane allows for people from the parked cars to pass in front of the cyclists without paying attention; this is less likely to occur with the bicycles on the road. As a person that has been "doored" before, I am very grateful that both options provide ample area for the parked car doors to open.
Being Danish I have a fairly good idea about how bike lanes should be designed. Raised hence segregated, closest to the pavement (on the inside of parked cars if any) is the only recipe that works. I am happy to be contacted for further clarification and assistance in turning Adelaide into a bike friendly city.
The Kerb-side separated bicycle lane must have a physical separation, not just painted chevrons to be of use. Drivers will routinely ignore painted markings on the road when it is convenient for them to do so. Special attention must also be paid to the dangers at all intersections. From the persective of motorists, cyclists in a kerb-side separated lane will be hidden behind a line of parked cars. Therefore there will be increased risk of accidents involving cars turning across the path of cyclists.
I consider myself a road user as a cyclist and so do motrorists. If you make car drivers park their car and have to walk across the bike lane then there will more chance of collisions. Car drivers leaving their cars will not look for cyclists, but in the traffic side system cars are more used to looking for cyclists when parking. Even though some car drivers consider bicycles an annoyance they still understand them as a vehicle on the road rather than a sudo-pedestrian in an inside bike lane. So go with the trafficside system, the majority of the population will be able to make sense of it. Only disadvantage of option A3/2 is that cars might try to drive out into the bikelane

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waiting for a gap in traffic and subsequently blocking the path to cyclists - some thought would be needed to stop this.
Cycling is as much a social activity as it is for commuting. If the kerb-side bicycle lanes are wide enough to allow 2 cyclists to travel side by side + allow one to overtake then this would be the preferred option. If they are not that wide then the traffic side bicyle lane is preferred as I can ride on the painted Island to get around 2 cyclist conversing/socialising while riding alongside of each other.
This seems by far the safest proposal
The bike lanes need to be very clear for traffic entering from the side streets.
I lived in Konstanz, Germany for 7 months and enjoyed being part of the large cyclist community. Konstanz has kerb-side separated bicycle lanes and has focused on encouraging cycling traffic throughout the township and beyond. As I felt safe from vehicular traffic, I found myself riding extensively, more than I ever had in Adelaide. This was significant as prior to this time, I hadn't ridden in years as I was fearful of sharing the road with motorised vehicles.
This works well on Sturt St - I cycle down Sturt Street a few times a week and feel it is the safest street in the city to cycle down.
Which would be the safest? if it is kerbside, would this mean it would be a clearway and no parking? this may not be feasible. Particularly at peak times, we feel very vulnerable on our bikes battling with lots of traffic.
I regularly ride my bike along this section as I have a class at WEA. I also work in the city and love to cycle to the City on weekends butI have to avoid many streets as they are too dangerous. I find Sturt Street the safest so from Sir Donald Bradman Drive I go along the West Tce Bike Trail, it is heaven. Then I go along West Terrace. Most of the streets are very dangerous for bicycles in the City. I will go out of my way to find the safest streets when I have time, sometimes I have to take the dangerous ones when I am time limited. The cycle path along Port Road is great and I love that it now connects to West Terrace bike path.
As a cyclist it is always a concern cycling within the CBD. If infrastructure was implemented that removed as much danger as possible toward cyclists then, I believe, this would encourage more residents to participate in a more healthy and environmentally responsible way of travelling to and from work e.g. cycling or walking.

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The plan of installing a kerb style barrier will not only modernise the look of the streets but also enable the beautification of the CBD. Planting native shrubs and trees will also provide aesthetics and shade for pedestrians and cyclists.
And where landscaping can be the division
Kerb side separated lanes provide safer cycling as they are completeley removed from the traffic flow. This is particularly important in making the city more "family friendly" and in widening the group of potential cyclists attracted to the city.
Bicycles travel closer to car speeds than walking speeds. They should never be mixed with pedestrians. Our cyclists don't ride like those in Copenhagen and Amsterdam, which just tootle along. Ours is a different lifestyle and this must be recognised. Also, in the future there are likely to be many new individual-scale locomotion systems and these are likely to need ever-wider or multiple lanes at the expense of cars, which should be planned to decrease in use.
Kerb-side option seems good, but pedestrians would still have to cross the bike lane to get from the footpath to parked cars. I can see this being a problem for people getting children into/out of cars or people with walkers or wheelchairs. for this reason I think traffic side option is best, as it is better to be consistent in reminding drivers to look before opening car doors or pulling in and out. Passengers are not really used to looking before they open their doors. (as in new Melbourne bike lanes along tram platforms - the lanes are at footpath level so people get off the tram without looking and crash straight into a passing bike) The main problem is the on street parking - people get in and out of their cars on both sides, so unless the bike lane is completely separate the problem will remain no matter which side of the parked cars the bike lane is on.
Option 1 definitely improves safety and reduces risks! As a doctor at the RAH I see so many cyclist injuries - people hit by cars who just don't see cyclists. And the other significant cause of accidents is people swinging their car doors open without looking to see if a cyclist is coming past. I have unfortunately come across brain injury and paraplegic patients who have suffered these accidents - option 1 will prevent this! I also think the bicycle infrastructure from the cycle path next to the zoo all the way up frome road past the royal adelaide hospital and continuing on to connect with the proposed frome street bicycle infrastructure would be of significant benefit. Having a bike lane on the footpath is slow and tedious for cyclists, and dangerous for pedestrians as well - and cars cannot properly see the fast moving cyclists on the footpath. Instead this 4 - laned road should be changed to a one lane road with a kerb-sde separated bicycle lanes going in both directions - this would improve pedestrian safety from cyclists and cyclist safety from pedestrians and cars.
Keep Cars and Bikes and Pedestrians all SEPARATE !!

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Then I will ride a bike and walk on pedestrian walkways. No combination is even slightly safe !!! ANY MIX IS F'ING STUPID and DEADLY!!!!@!@!@!!! Mel (who would love to ride a bike, and would love to feel safe walking thru the parklands or on any other footpath!
This option creates a much safer route for cyclists. Cyclists riding on traffic-side bike lanes are at risk of being car-doored and/or being shunted into moving traffic.
This option is far superior. I am a little surprised to see that Option 2 is even being considered... I was expecting to see a couple of different options for the design of separated bicycle lanes - Can't believe on road lanes are even being considered.
Any separated lane would be good for cycling safety. Pedestrians need to feel safe so I tend to think bikes should be well separated from them. But non-confident cyclists would probably prefer to separated from cars by being on the kerbing. I can't decide between these 2 options.
Please not option 1. Remember Sturt st? Pedestrain would never check the bike lane and step out in front of oncoming bikes and cars coming out of side streets would not look down the bike lane they only check the road for cars. So for that bike lane, bikes would have to give way to cars coming out of the side streets because they would not trust the driver seeing them. Big safety issue. Also a large amount of rubbish would always collect up in the old Sturt st Bike lane. It had no where to go unless it rained. I never saw a street sweeper in there. If the rider had to move at the last minute because of large amounts of objects lets hope they have mountain bike skills to hop onto either side of the kirb or jump the object.
I like the seperated bike lane. I feel that the 'traffic-side' separated bike lane would result in more cars crossing over the bike lane to get in/out of parking spaces. The first option provides more seperation of cyclists and cars. With this design, the 'buffer' between the parking lane and the bike lane is good to reduce risk of doors opening in front of cyclists.
Option 2 allows double parking by vehicles to happen, this occurs when dropping off a passenger, answering mobile phone and with truck deliveries. These situations are a hazard to cyclists and are a reality.
I have seen Kerb-side Separated Bicycle Lanes in person in many other cities in the world and believe it would be of great benefit to Adelaide.

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The designs show good thought: - As a cyclist, the back end of the car must not block the bike lane when turning out from a side street into Frome St - otherwise, what is the point? Europe has greated depth to the carpark bays to allow for this. I like the safety of the seperated lane if it is cleared of leaves regulary (like designs have this problem elsewhere). - As a driver, Could the concrete islands protecting the carparks be painted and the second lane opened to cars (or buses) in peak times? Another good point is the bikes can travel uninterupted and not weave into traffic. May be a problem with green lights and cyclists turing right at intersections with no protection.
Make it as continous as possible.
I think kerb-side separated bicycle lanes are the way to go city/suburb wide. After the problems with Sturt St I believe its important not to give up on these, this is a great opportunity to get a successful example that can show people it does work. Clearly the safest option for cyclists best for cars too as from their point of view it gets bikes 'off the road' I also like the raised shared use area at intersections, think this is a good way to get bikes and cars to slow down and take care at intersections, at other intersection options I fear cars will drive straight accross bike lane without slowing or looking only stoping at road edge.
The problem with option 2 is that cars often suddenly swerve across the bike lane towards the kerb to occupy available parking - I have been hit by a car doing this. In Option 1, cars do not need to cross the bike path as frequently (only at street crossings/intersections).
I do not believe kerb-side lanes improve cyclist safety. I think they make non-signalised intersections far more dangerous, with any of the options (continue over, bend out, or raised platform). I do not support the raised platform design at all because it essentially cedes the right of way that cyclists have over traffic on intersecting roads. I think the other options put cyclists in a more dangerous position: in my experience vehicle traffic turning right off Frome Street into the secondary road will consider themselves to have right of way (or simply not notice) oncoming cycle traffic. This is already a problem with riding in the left lane, and a kerb-side lane will only exacerbate the problem.
I prefer to have bike lanes as far away from traffic as possible. Additionally, I earnestly recommend that the bike lane not be adjacent to parking spaces. When cars are parked parallel to a bike lane, there is a risk of a wayward car door either shoving a cyclist into traffic, or forcing a cyclist to swerve into traffic. When they are parked at a diagonal angle, cars can't adequately see oncoming cyclists and frequently back into bike lanes, causing the same problems as above.

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Kerb side bike lanes are more dangerous, as passengers of cars parked open doors without looking in my experience, just as much if not more than passengers on the drivers side. Being next to the kerb gives the cyclist no where to go. I expect that you will end up with more serious injuries from cyclists being doored in this way. While there are risks with traffic side bicycle lanes, the lanes are far more common, motorists are aware of them and cyclists are far more visible to motorists. Motorists are already conditioned to check their mirrors before opening their door to the traffic side. Most of the collisions I have seen on the roads have been where "cyclists suddenly appear out of no where". ie a bike lane terminates and cyclists are forced out into a lane, usually right before an intersection. Kerb side bike lanes only make this worse. Cyclists should be in plane view, so unatentive motorists know they are there and are not surprised.
Keep it safe. Build them and the cyclists will come.
I prefer option 1 because option 2 may lead to motorists blocking the bike lane. I prefer the 'bend-out' intersection treatment because cars waiting to turn have more space and are thus less likely to block cyclists. I also think the design encourages a slower, more 'casual' cycling style.
Frome Street traffic currently flows well. Should Frome Street become a single lane, please ensure right and left turn traffic does not restrict through traffic.
I thoroughly enjoy the safety that I feel on the Frome rd bike path near the hospital and the west tce bike path. I prefer the feeling of mixing it with pedestrians rather than cars. More separation is good!
Parking spaces are a bit of an issue for residents that need guest parking or spaces for trades people. It would be good to implement day long guest permits which could be allocated to residents only.
Option 1 appears to be the far safer option, as it would avoid the majority of 'dooring' incidents from the driver's side of the car, plus adding an extra degree of separation from traffic.
This is the only option that offers safe transit for cyclists. Very few motorists check for approaching cyclists before opening a door to traffic side. This results in (a) cyclists moving out into the traffic stream to avoid the door, or (b) nasty "dooring" injury to the cyclist. This proposal would teach motorists to watch for cyclists after leaving the protection of the motor vehicle. I question the apparent width of separation shown in the drawings
What about leaving the road for cars and make one footpatch for pedestitans and one for bikes. I don't think there are any businesses on the footpath in that area.

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The further cyclist are from the road, the better. Many beginning cyclists are intimidated by traffic and a designated lane will help remove that fear. Additionally, Option 2 still has the problem of vehicles traveling over the bike lane to park and opening their door into the bike lane. Option 1 is safer.
Kerb-side separation should be safer, but will only work if the cycle lanes are kept clear of rubbish and debris.
Option 1 is for me by far the preferred option. Cyclists are properly protected from motor vehicles and the bike lanes are an appropriate width. The problem with Option 2 is that it offers no protection other than painted lines. They are ineffective. There is already a similar treatment on Angas Street. The bike lanes are continually used as turning lanes, waiting zones and pick up and drop off zones (particularly outside St Aloysius College). A physical buffer like in Option 1 will prevent that. Importantly, Option 1 feels subjectively safer. That is vital if it is hoped that cyclist numbers will increase as a consequence of the plan. It is unclear how the edges of the bike lanes will be treated. Can I recommend against a steep curve. It is quite unforgiving of mistakes. A preferable option is a gently sloping curve so that if a cyclist does ride too close, there is less risk of them falling.
There are more bicycles sold per year than cars in Australia!! You need to understand that cycling needs to be safe. Oyou have the opportunity to make this safe to people who do not ride. Option 1 achieves that safely. Option 2 does not! Work on the priority be …… cyclists with green time just like pedestrians get for leaving cars!
Less dangerous for scooters also

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THE CHARLOTTE – REGENT SECTION

Section A 2 Question 4 : At the Box Factory Community Centre (59 Regent Street, South), the cycle lane has been separated from the pedestrian path to improve safety by slowing down cyclists. Do you support this additional treatment option?

Again, it's a loaded question where any answer I give will make it sound like I'm in favour of these cycle lanes when in fact I am totally against them in any form they take.
I tihnk with the tiny stopping distances any cyclist can achieve (with functioning brakes), separation is unecessary... but it cant hurt
I have no problem in slowing cyclists down in this area, but good signage should be used when walkers are merging back into the shared path so that they are aware of pending cyclists.
but how are you going to "treat the pedestrian only section" to prevent cyclists from riding straight through on the ped only section?
I support having a separate cycle section, especially an entry point, however the south side seems odd. Most cycle traffic here is north south - it would make more sense to emphasise these and have a pedestrian path on the eastern side of this park where the bench is currently. In practice I don't think cyclists would bother using a ramp slightly to the right of a straight line. I know I wouldn't..
if there is room, but given congestion, increased population in the city, peak traffic levels, it may not be possible to have separate paths for cylists and pedestrians. Cyclist planners and Bike SA as well as council's planning staff should determine the safest options and it will take different solutions given the constraints of different areas.
Pedestrians and cyclists need to use the same infrastructure at times. By slowing down cyclist speed in heavy pedestrian use areas we can create a more safe and harmonious environment. The travelling itme lost would be negligible.
Too clumsy for such a short distance. Better to keep the garden. This is a rare example of mixed pedestrian/cyclist use, as it's too short to do otherwise. There needs to be a system to slow the cyclists to walking pace for that strip.

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shared paths are fine for areas that are not too busy, but I think it's best to give cyclists and pedestrians their own space, especially if it is planned as a bike corridor. In my opinion separating bikes and pedestrians is much safer as there is such a great difference in speed and awareness, especially since so many people (cyclists and pedestrians) are plugged into headphones and cannot hear a cyclist behind them, even when a bell is used. Pedestrians also have a tendency to overreact and this often results in pedestrians freezing, turning around or jumping directly into the path of a cyclist when they hear a bell. If there is the option, cyclists will take the more direct route, even if it is semi-illegal, so making an unnecessarily slow or windy or track would be counter-productive. As a cyclist, I'm not going to slow down unless there is a good reason, such as passing or approaching hazards. It would be a shame to have an area where you were forced to go slowly just in case there were pedestrians. I'm smart enough and polite enough to slow down to pass pedestrians on a shared path, but if there's no-one there, there's no need to slow down.
Cyclists wanting to travel fast will find another route-they don't like slowing down!
Im not sure really about how significant this is as I haven't been through that area - is consuming up more park space and greenery appropriate?
Keep Cars and Bikes and Pedestrians all SEPARATE !!!

"pedestrian's side of the path" as is used in europe would work better
because some cyclists are not considerate of pedestrians and vice versa
Definatly needs doing, good planning.
I see no gain in this design, the bikes and people will go where they want, like all parks - the most direct & streight path.
Unnecessary if going to cost more than a few hundred dollars.
I guess I would have to see it to understand, but anything which slows down cyclists isn't ideal. That would only put more people off of cycling as a way of commuting in my opinion.
It would be safer to separate pedestrian and cyclist traffic, having one path for each.
Cyclists commute by bicycle mainly because its more efficient, more timely, more convenient or more reliable that public transport (which isn't hard these days.). There are obviously other health and cost factors too. When cycling you look for the most straightforward, safest and quickest route. As a motorist or pedestrian would. Impeding the flow of traffic moves traffic to other routes. Potentially less safe routes, if those routes are generally faster and have less impediments to the flow of traffic. Take Pulteney Street for example. Its a fast route assuming you can catch the green lights, but its a very dangeous stretch of road, sharing it with buses, parked cars and motorists randomly turning across you path with no notice or indicators. Alternatively you could take the even more dangerous King William Street. Turning right on any of these north-south roads is only for the most brave, most cyclists seem to resort to hook turns instead. This causes frustration for motorists as cyclists pile up in front of them at an intersection.
not sure I understand... if the paths are separated, why do cyclists have to slow down? Keep things flowing is my main suggestion.
Separate lanes are preferred since cyclists frequently alarm and frighten me as a pedestrian . Cyclists must be educated to use their bell to warn pedestrians of their approach.
I have no problem with slowing cyclists to avoid conflict with pedestrians. I would strongly advocate suitable signage on the footpath to ensure pedestrians avoid the cycle path.

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The cycle lane should be separated from the pedestrian path. Shared paths are an inappropriate treatment in the CBD where both pedestrian and cycle traffic is higher. Such a treatment works outside the city where traffic is lower (but the path should still be wide enough to accommodate both types of user safely). There is nothing particularly wrong with designing infrastructure that it slows down cyclists for a section of a route as this does. What should be avoided is too many barriers to efficient movement for cyclists. That simply constitutes a disincentive and people will find ways to avoid that part of the route - either by finding an alternative or riding illegally. The section at the Box Factory is quite short and so I see no issue with slowing down cycls traffic there.
So long as you provide width!! Different cyclists have different speeds and width gives those differential inputs. A2 contro flow - silly and dangerous idea. Bicycles are vehicles. You do not ask other vehicles to share the space with on-coming traffic. Either properly separate them or don't bother.
I don't mind - the path is lovely and able to be used by all
Pedestrian would feel more safe and easy
Neither
Great idea, pedestrians and cyclists for that matter tend to wander over the lanes and not necessarily stick to one side. Lanes should also have numerous markings as to state which side one should be on.
Cyclists riding on bike paths (ie off road) need to move more slowly. There should be speed limits in place to ensure everyone's safety.
Yes, separating cyclists and pedestrians is preferable as unfortunately some cyclists can be reckless despite the foot traffic.
I agree completely with this suggestion. Pedestrians should feel safe and especially at access points to buildings. Slowing down a cyclist through a section like this, not on a road, is perfectly fine.
Unnecessary
Moving Cyclists away from the Entrance to the Community Centre improves pedestrian safety without impinging on the connectivity of the route for cyclists.
The bicycle path placement should allow for events where people spill out of events at the box factory.
It is also often difficult (takes a long time) to cross Carrington St (heading north) due to car traffic on Carrington, combined with south-bound cars turning right into Carrington Street from Frome Road. Suggest pedestrian/cycle lights or some suitable mechanism to assist increased free-flow of cycle movements here.
Unsure, if cyclists kept of the pedestrian path then this would work but unsure how that would work in practice.
Quite happy so slow down - after all not in a hurry to get to work . . .
Unsure
It's a pity the landscaping at each end of Charlotte St has to though!
No strong feeling either way, pedestrian have to feel safe, but slowing cyclists too much can be counter-productive.

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Probably not a priority. I don't think the path is very busy.
Why not separe cyclist & pedestrians totally?
The door to the Box Factory is quite close to the kerb. Separating the path into pedestrian and cyclist is needed to improve safety for pedestrians.
Seems logical - better path lighting would be a great addition to Regent Stand pak between Ely Place/Gilles St - very dark at night and in the winter eventings (tree lighting would be aesthetically pleasing, however residents adjacent may need to be asked).

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THE PARKLANDS SECTION

Section A 1 Question 5 At the Park Lands (Park 18), two options are preferred. Which option do you prefer?

There should be an option for those of us who are not in favour of any kind of park lands bicycle route.
I do not use this section of the path and feel ill-informed to make a decision that will contribute.
As noted in the Council's plans, the proposed new path is less direct, and it is plainly foreseeable that a great many cyclists - probably the majority - would continue to use the existing path. Why wouldn't they?
If there is a shorter path to take people will use it, so don't waste money on a new path that may increase the commute time.
By using option 2 the path does not "flow" logically and bicycles won't use it. Will use the existing cinder path so might as well make it the "true path"
I'd support the option that results in less distance having to be travelled on South Tce
Although it would be nice to also have a new path east of Himeji garden widening and making it an all weather path are preferable. It is a more direct link to where Frome will be improved. The east path would lead more conveniently to my current route of avoiding Frome (involving Cardwell) however I am hoping Frome will be worth not avoiding after these improvements.
Both options seem viable. Whilst one could argue that creating a new path is unnecessary, it would also open up sections of the park lands that previous had been cut off (arguably improving safety simply by increasing traffic). I am in favour of ideas that get more people outside, aware of their surroundings, and willing to share their space with others.
Widening the existing path is the cheaper (I presume) and more efficient option. This path also leads directly to the southern end of Charlotte St which shortens overall travel distance and time.
If it's going to be a new path, and existing pedestrian paths exist, why not make it a cycle path, as speed is important in commuting.
Better to keep the garden intact and any vehicular movement separate and in a defined area (the roadway).

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The main problem with making a track east of Himeji garden is that the end of the proposed track does not lead anywhere when it reaches South Terrace. The cinder path connects well with Charlotte street, which would need to be made onto a two-way street as planned in order to function well as a bicycle corridor. The çinder path should be paved and widened regardless. The gravel is very loose and could cause accidents with increased traffic. Bicycles really need a more consolidated track as you tend to sink into the gravel and it is hard to get traction. There is also a lot of confusion between pedestrians and cyclists on the cinder track as neither party knows which way to go around the pergola to the west of the Himeji garden. As a cyclist, I find that people tend to get a fright when you ride past them and I don't like to ride through the pergola in case I give someone a shock. For this reason a separate path to the east of the garden may be more effective, but if it doesn't connect up to a street cyclists won't use it.
In order to get more people on their bikes and reduce on road traffic congestion you need to speed-up cycling commuter times and reduce distances travelled to make this a more viable option. Every metre reduction counts - especially if you string together lots of these reductions to make an overall reduction in commuting times.
Keep Cars and Bikes and Pedestrians all SEPARATE !!!

General Comments: Question 6 Do you have any other comments?

Great work guys! as a cyclist im very excited to see these initiatives hitting the ground.
I have no idea why this campaign is being so aggressively driven forward. I can only assume there must be some kind of narcissistic sociopath with a personal agenda spearheading the campaign. Virtually nothing of any purpose can be achieved with a bicycle. Any delivery of any description is made with a truck, van or ute. All freight is moved using a truck or a van. Produce, frozen foods, fresh foods, foods for shops and deli's, heavy freight, boxes, heavy machinery and equipment, mail and parcels and even brand new cars being delivered by truck to the many new car dealerships in the city are ALL transported around town by motor vehicles. There's no other option for the people who provide these services or the people who depend on them. Parents dropping the kids off at school invariably use a motor vehicle with 5 or more seats. It would be nearly impossible for them to take the kids to school on their own individual bikes, as corralling the children and getting them to ride their bikes quickly and efficiently in the same direction would be a nightmare and isn't realistic for most people. It's also not realistic to give more than one child at a time a 'dink'. Taxis are motor vehicles and I cannot see rickshaws becoming a popular means of conveyance. Emergency vehicles are almost always motor vehicles of some description. Some police use bikes but the fire department and ambulance service relies on motor vehicles. When I myself have to leave work to visit a customer, I need to get there quickly and I often need to carry heavy tools and equipment. My customers who visit my business who travel from far-out regional areas will never, ever, in a million years, ride here on a bicycle. The vast, VAST majority of people who travel through the city either use motorised public transport or private transport in combination with walking. We don't use motor vehicles because we're lazy or because we're trying to harm the environment or because we don't like to balance transportation options in the community - we do it because it's the best option, and oftentimes it's the ONLY option. Motorists need to be catered to before cyclists. The number of cyclists may be on the rise, but so is the number of motorists. We need open, free-flowing roads and lots of parking spaces. We need more parking spaces. We DO NOT need for more roads to be made one-way. We do NOT NEED lanes and parking spaces to be removed. The demonizing of motorists is vile and contemptible and totally see-through and I'm sick of it. I've read here about "rat-running" which as far as I can tell is people

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driving down streets in motor vehicles. Oh, heavens, what will we motorists be trying to get away with next?! Parking!? Clearly, we must be stopped. Sorry, not stopped - "encouraged" to find "alternate methods".

Motorists pay through the nose to register their vehicles and insure them and to operate my motor vehicle on the public roads I have to obtain a license which I also have to pay for. And what we get in return is demonisation and funding for free-loading cyclists who, as I've outlined above, aren't giving anything back via registration fees or by using their bikes to make business. Anyone who can ride a bike to work, who doesn't need any kind of vehicle for the work they do in the city (ie, people who work in the many office buildings) have the option of public transport. The bus, the train, the tram. Or they could drive there in a car, maybe as a member of a car-pooling group. And let's not forget, they still have, right now, as it stands, the option to ride a bike to and from work. People can and do ride their bikes in town, right now, freely, with nothing stopping them. Basic cycle lanes already exist on virtually all roads and cyclists already seem to make good use of them.

Why invest hundreds of thousands of dollars on extravagant cycle lanes? Who in charge of all this went to Amsterdam, got high, saw how many people ride bikes there and thought "I know, when I get home I'll make it my mission to force their system to work in Adelaide!" But what is to be gained? What good will come of catering to a fringe minority that give virtually nothing back in return, while vilifying the vast majority who are actually keeping the economy of the city going?

I work in Sturt street, in the city. I saw first-hand the effects of the bike lane system that was put in place there. I saw virtually no bike traffic on it on any given day and what little bike traffic I saw was light and slow and moving without any sense of urgency or purpose; I once saw a young woman riding in the lane with a bunch of bananas in the basket on the front of her bike. That was it. One lady bought some bananas at a green grocer and was able to ride home with them. Meanwhile, I would see COUNTLESS trucks, buses, cars, vans and utes drive up and down, all day. Are you getting this? Is any of this sinking in?? The bike lanes in Sturt Street WERE A TRIAL - AND THEY WERE A COMPLETE FAILURE. It was such a spectacular failure that it made the news! I got to meet Peter Sellen. He's handsome and charming in person.

Please, as one of the majority, as one of the people whose motor vehicle gives back to the community in so many ways, I beseech you, please, PLEASE learn from the lesson that the Sturt street trial taught you. I know it's hard not to press forward with your agenda when you have no empathy and care only about yourself. I understand that. But please, don't waste more of our money on bike lanes that ruin traffic flow, limit parking, and have no perceived benefit to the greater community and which only benefit a small handful of people who choose to ride a bike sometimes, weather permitting, when they feel like it.

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Please continue this between Pirie and North Terrace as this is the most dangerous section of Frome road. It would be great to see improved cycling infrastructure there to make this whole road safer. Additionally, thank you for taking the time and energy to re-evaluate cycling in Adelaide and making it a more positive environment.
Thanks for undertaking this work. Please keep it up.
Be aware that cyclists can move at speed (40kph+) along these lanes, so its important that they are closely linked to the road user rather than the pedestrians. But there is a large spectrum of cyclists and I assume the idea behind your reconfiguration is to attract the slower riders to town, so protecting these riders against the perceived danger of cars is also important, some thought should be put into the markings on the road to seperate the car user and cyclists. If you get it wrong then cyclsits may avoid your new infrastructure rather than embracing it, its a fine line you are walking (riding?). As background, I have been riding for 20 years on all style of bicycles from Road to MTB and have been involved at all levels of club racing (mainly MTB). Goodluck.
At intersections there needs to be giveway signs so vehicles have to giveway to bikes on the path and cars are secondary in the priority list so all left turning cars also need to be aware need to giveway to cyclists, similar to the Netherlands and thuse the "bent option" giving space for 1 car between the bike and trafffic lanes. Trucks pose a problem in that scenario however and need to be aware can't block bike lane.
I would love this sort of proposal to be replicated city wide.
Looking forward to the next set of plans.
Safe route from SE and SW through the city to the TTG-Torrens-Henley Linnear Trail would be good. eg Cycle path from the Torrens up past the RAH is one way only. Adelaide is such a lovely city to explore by cycle. We just need more cycle paths that are safe and connected, to encourage commuter and recreation cyclists to see Adelaide as a destination.
A ring bike path around the Parklands would be fabulous. Colouring the bikepaths on the roads feels so much safer. Bike paths that are away from parked cars also feel safer. Many thanks for the Council's concern for cyclists. Too many people tell me they would love to cycle but don't because it is too dangerous.

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As a current Environmental Policy and Management student at Adelaide Uni I have a firm belief that our city is in dire need of new, innovative infrastructure and designs. Pedestrian and cyclist infrastructure is definitely lacking. By installing such plans as these our city can become more vibrant and healthy, not a place of people simply commuting from one place to another. Bike lanes should be designated with green signs and paint work on roads. This would signify that users of this infrastructure are living a more sustainable lifestyle and would promote the further uptake of greener modes of transport within the CBD.
I've just returned from Europe where cycling paths separated from traffic are the norm in a number of cities. The effect is to attract a much wider range of people to cycling, with consequent reductions in parking pressures, car traffic densities etc. I'm glad to see that Adelaide is following, at least in part.
A small selection of cyclists are too arrogant. Cyclists should be actively discouraged from using Rundle Mall and footpaths in general.
Thanks for putting in the bike boxes around city intersections!!! Finally I can turn right, get sensed by the traffic lights and be more assertive and visible to car drivers. I also like seeing cars drive onto the bike boxes and not get sensed by the traffic lights, causing them to miss the sequence. Thanks also for the chance to give feedback and comment on proposals, I'm really excited for a more bike-friendly city!!
Very happy to see anything that improves cycling safety. Great work
Use the bend out cycle paths at intersections - that seems the best of the 3 options proposed, although I am not entirely certain as I haven't had that much experience with those 3 intersections.
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(who would love to ride a bike, and would love to feel safe walking thru the parklands or on any other footpath!
Intersection Treatment: I support the "continuous option for side-streets". It is consistent with what we already have & encourages driver awareness of bikes and bike lanes!
r.e. landscaping options / cycle infrastructure options, it would be great to see some more greenery in city streets... they have been covered by concrete and asphalt for too long
Thank you for the chance t comment. The cycling amenity in the city is improving all the time and I appreciate also the small changes going on to improve the lot of pedestrians. Things like lengthening the green times for crossing remove sources of considerable frustration and help counterac the strong view that Adelaide is a car-dominated city. It still is, but the changes going on are definitely in the right direction.
I would certainly use the route, having been hit by a car on corner of South Terrace and Pultney St. (that was before the green marking was put i9n recently which is a great improvement as cyclists come off the parklands shared path
I agree that this is a priority for cycling in the city. When I do ride to the city I often travel along Frome road and it is not always pleasant - it would be good to increase seperation of cyclists and cars. With the interssection options (which have't been specifically discussed), I prefered 'option 2' with the slightly bent cycling path continuing through. My least favourite option was the third one - raised section for the whole intersection area.
The issues with intersection treatments are problematic, especially given the Sturt St exoeriance, which tends to rule out the 'Continue over intersection' option.
Excellent work going to the public for consultation. It is great for those who use Adelaide regularly to have a say on things that impact their life.
Huge file sizes first of all. Even with broadband, 9Mb is extravegant! And this font size in miniature on every office computer! I look forward to what is chosen - it is great to see progress and attention on design for both cars and bikes. If only the surrounding councils could have similar foresight to integrate with this and other like strategies. Thanks for the opportunity to comment!
Good initiative, as a cyclist coming from this area and who would use this route instead of Pulteney Street, absolutely support this initiative.
I really hope this happens, I fear the normal complaints of loss of carparks will win again. We really need good bicycle infrastructure, lines painted on roads dont help a great deal.

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Also lanes should all be painted green, not just at intersections.
Please please please do not put bollards anywhere near a cycling lane and traffic. The last thing I want to do is find myself wrapped around a steel bollard. To a lesser extent, but for the same reasons, I do not support concrete medians. A landscaped median at least has some environmental value, but my preferred option would be either painted chevrons or a mountable strip. Thanks for giving everyone an opportunity to comment.
Thank you for taking action to make the city a safer place for cyclists! This kind of thing is eminently necessary as a matter of responsible policy. Having bike paths that are entirely separate to motorised traffic would be the safest course of all. Arranging to have streets that are only for cyclists (I suggest the smaller ones, such as Pirie/Waymouth and Halifax/Sturt), and others that are only for motorists. The two kinds of traffic would only have to meet at intersections, where traffic lights would serve to ensure safety. Keeping cyclists and motorists separate is the safest way to ensure cyclist safety. Having a system of publicly available rental bikes would also do a great deal to encourage people to cycle in the city. I know Brisbane has such a system and as a South Australian, I envy it.
It would be safer if parking were not adjacent to bike lanes, and probably also if cycling and traffic lanes were kept entirely separate.
There should be bike paths all through out the city so cyclists are always kept separate from motorist traffic. This could be done by making some side streets through out the city for cyclists/pedestrians only like leight st. Also, grenfell st could do with fixing up, is extremely bumpy to ride on in the bike lane.
Signage and awareness for cyclists is a key part of convincing them that this is a seious route that they can take as an alternative to the roads they would take alternatively as a motorist or on public transport. The most dangerous parts of the journey are the intersections where the bike lanes run out. Making very clear to cyclists and motorist "this is where cyclists cross" is probably the most important factor. Making cyclists actions predictable to other road users should reduce collisions, injuries, deaths and legal action.
Allowing cyclists to legally use the footpath when necessary and removal of helmet laws would go far further to increase the instance of cycling in the city of Adelaide than works affecting single streets.

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Make sure you think about how these current developments can be set up to allow for the incorporation of future extensions. We want to end up with bike paths all over the city and leading out from the city in all directions - e.g. the city to west beach bike track in the (hopefully not do distant) future.
Will there be dedicated cyclist phases at intersections, particularly for right turn movements? If not then I don't think the 'bike box' design is the best option. Instead I think 'hook-turn' markings would be better considering the facility is designed for new, less confident cyclists. The bike box design would still require cyclists to mix with general traffic when turning right if there are no dedicated cyclist phases at intersections. I am concerned about the potential for conflict between cyclists travelling south and vehicles turning east at the Frome/Carrington intersection. The speed limit of Frome Street and any adjoining streets should be reduced to at least 40km/hr or 30km/hr if possible.
As a resident of Charlotte Street , I see the advantage of restricted access by blocking right turns from South Terrace into Charlotte Street with an expected reduction in commercial traffic volumes, This is to be balanced by my safety and inconvenience when approaching from Hutt Street of requiring a U turn on South Terrace and to the west of Charlotte Street to access my home. It is my opinion that the danger of negotiating a u turn negates the advantage of reduced throuth traffic. I would like to draw councils attention to the importance of the 10 hour parks on South Terraace and at the end of Charlotte Street. These parke are important to local residents who have two cars (I have a car and my daughter who lives with me also has a car) and with no entitlement to a residential parking permit. I need a 10 hour park. It would be appreciated by myself and other local residents if the same number of 10 hour parks were to be retained. Should council proceed with option one, please retain the same number of 10 hour parks.
I like the idea of a landscaped separation. I think a bit of greenery would really improve the aesthetic along the carrington to Pirie section. I like the idea of a raised section or alternatively a bent section, or maybe a raised bent section so it was clear to the car when it was back on the "road". Please please complete the connection through to north tce. Frome road is an essential north south cross for cyclists. I like the idea of 2 way bike traffic on one way roads - we must test this in more of our streets.
The "bend-out" Intersection treatment appears more safe for cyclists and least invasive of motorists' territory.

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Overall the proposed changes appear to be an innovative approach to a difficult problem. Good luck!
I am very supported of independent designated bike lanes. I know many people who say they would cycle into the city but they are worried about the traffic. A lane removed from traffic and not dual-purposed as a parking lane will encourage more people to try cycling and make current cyclists safer.
Possible intersection treatments are mentioned for Section A3. It is not clear exactly what is planned. It is very important that intersections are done right. This was one of the errors of the Sturt Street lane. Three possible treatments are mentioned on page 7 of the brochure. Each has its benefits. Most important is that whatever intersection treatment is chosen sends a clear message to all road users about how the intersection is to be approached, who has right of way and so on. On signalised intersections at main roads, ideally there would be separate traffic lights for cars and bikes. They could avoid conflict created between turning cars and bicycles carrying straight on. If turning cars and bikes travelling straight on are to move at the same time, the right of way should be clear from the intersection treatments. At less major crossings where quieter streets join on to Frome Street, in my view the bike lanes should remain uninterrupted. Ideally, the bike lanes and the footpath next to them would remain at the same level with ramps each side for cars to cross them. Such a treatment would make it clear to motorists first that they are required to give way to cyclists and pedestrians (which is currently required anyway under the Road Rules) and second that they are entering a different, quieter zone and as a consequence should slow down. Examples of such treatments can be seen here: http://departmentfortransport.wordpress.com/2012/08/21/continuous-paths-across-minor-junctions/ and here: http://wiki.coe.neu.edu/groups/nl2011transpo/wiki/b1f5d/9_Raised_Crossings.html This is an excellent plan. I hope it is achieved. I am sure it will be a success. I also hope it serves as a template for other city streets.
Feedback on Frome Street Bike Route – Glen Osmond Road to Pirie Street. With reference to the paper provided the concept of providing better and safer access facilities for cyclists to the City is commendable. It is with interest we note the Option 1 – Kerb-side Separated Bicycle Lanes and the additional bike traffic lane for pedestrians to deal with when moving from a parked car to a property.

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Our hotel business, the Majestic Roof Garden Hotel, is located at 55 Frome Street Adelaide between Rundle Street and Pirie Street Adelaide. While the current proposal stops short of our property at Pirie Street, we must present our views at this time rather than accept a simple extension of an approved 'Frome Street Bike Route Section A'. A fundamental requirement of an accommodation hotel, particularly in the Adelaide CBD, is to have a safe and adequate drop off and pick up zone directly in front of the hotel. Council has worked with other hotels in the city to provide such amenity. The Crown Plaza has a zone on Council land right near its front entry. If Option 1 of the Frome Street Bike Route – Section A was adopted and at some time in the future was extended from Pirie Street to Rundle Street, our hotel business will be severely disadvantaged and will introduce unacceptable risks. To manoeuvre guests and luggage generally at the peak traffic times through a bike lane is inviting injury for both guests and cyclists. We expect to retain our drop off zone in the future and if Council decides the Bike Route was to extend past our hotel we would consider supporting Option 2 which must continue to provide existing kerbside parking for drop off vehicles and guests.
Please please get the bloody cars parked out of the general bike lanes. Why do we allow cars to park in the bike lanes? Cars don't park in the traffic lanes. Either it is a bike lane or it is not! If it is then it must be a proper free acess benefit bikes 26/7. Making a bike go out of the bike lane into the traffic... a parked car is shear lunacy. There "upstream" Unley acesses to your new plantned lanes are ATM not safe. Get the cars out of the bike lane!!!
More lights and greens landscapes. It is great that establish this project. Bigger signs and brighter.
A good start has been the introduction of the green strip along say Greenhill Road and numerous other roads, however what I believe as mentioned above is for example, painting a 'Chevron' (angled zebra stripes) along say Unley Road (Greenhill to Sth Tce at least) to stop any dooring and if possible paint on side next to moving cars to allow avisible barrier. However once reaching South Tce intersection, having come from down Unley, cyclist should be turned to head over to Charlotte Street by having significant painting on the road, many are ignorant of this option and then starts the slow down of traffic as buses for example are caught up by the slow cyclists. When I take the bus, I see the cyclist riding along Pultney and some at a very slow pace, meaning the bus is being held up considerably and if eventually passing having the cyclist pull up in front of the bus again at the next red light, not to be discrimitory, however they do appear to be alot of International Students and most likely have no idea of alternatives routes.

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Similar should be looked at on King William with painted Chevrons. On final comment would be to have bike lanes continue at 'all' intersections, for example on Unley Road at the Park St/Wattle St intersection it just stops, granted the road narrows, however I do think all drivers are capable of slowing down and negotiating a narrower lane, this happens all over Adelaide and is most dangerous and leaves the cyclist with no 'rights'. Many bike lanes need to be addressed in there safety due to road detoriation, pot holes, craking bitumen etc. I am an avid road cyclist, riding 2-3 mornings pw before work and on the weekends and we are all stressed by the bad quality of bike lanes, we often have to ride out of them as they are so poor and suffer being tooted at by cars. Happy to work with Council and governments to identify where, would be nice for council members etc to ride on some of these lanes as they would find out themselves. Thanks for this opportunity to comment.
Yes, please keep moving in this direction. It is excellent.
Its great news to see bike paths being improved in city as this is much needed - THANKYOU!!!
At Glen Osmond and Greenhill road intersection (parklands side) the kerb should be moved back to allow cyclists to enter this area without competing with cars. The kerb here is very high and cars are moving quickly through an area that becomes tight. With minor works including moving the traffic light back several feet, this would become a safer section for everyone. At the intersection of GO Road and Hutt St / George st extension, the third or outside lane should become a priority bus / bike lane, allowing buses to move either in or out of the city ahead of cars and bikes to follow. With a "bus traffic light signal" installed at this intersection and minor painting, this creates a priority lane to support the new bus lanes in the CBD. Could be used by busses heading further along GO road towards Pulteney St and also those turning right into Hutt St.
Making Frome St etc. more bike friendly, including access to Unley from the CBD, is an excellent plan. I fully support all the options suggested as all will be an improvement on the current status. There is much to be commended in these plans. Thanks.

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The kerbside option is a unique opportunity to 'Copenhaganise' our city with a new low-stress route that offers both real and perceived safety features. If the primary objective is to increase the number of cyclists commuting into and out of the City from the South-East, this kerbside option is unquestionably better.

If Adelaide is to truly become a model cycling city then the traffic hierarchy needs to be changed to favour and prioritise cycling and walking over motor vehicles. The Kerbside option does this far more effectively than the Traffic-side option.

The fact that there is a greater reduction in the number of on-street car parks with the Kerbside option is an added bonus. My belief is that on-street car parking is the single biggest contributing factor to traffic congestion. The more we can unblock our arterials by removing the obstruction of empty cars going nowhere, the better traffic will flow for cyclists and vehicles.

For non-signalised intersections I would like to propose another option over the three mentioned. Rather than 'Continue', 'Bend Out' or 'Raised Platform' I would prefer to support a 'Bend In' option where the cycle lane runs adjacent to the vehicle stream (in line with the on-street car parking).

The three main benefits of the 'Bend In' design are:-

1. It gives priority to cyclists - The 'Continue' and 'Bend Out' options give too much incentive for vehicles approaching from the side street to obstruct the cycle lane (particularly long vehicles or those towing). The Raised Platform introduces additional uncontrolled conflicts between cyclists, vehicles and pedestrians.

2. Improved sight lines – Cyclists and vehicles travelling in the same or opposite directions can see each other more easily. Vehicles coming into the intersection from the side street can still see in both directions along Frome St.

3. Familiarity – Having the green cycle lane adjacent to the vehicle stream with approaching vehicles from the side street stopped to the left of the cycle lane is consistent with the majority of other intersections throughout Adelaide. Both cyclists and motorists understand the dynamics of this design and know how to react at this style of intersection.

Council should consider the implementation of contra-flow cycling and seek ministerial exemption to allow this to happen where appropriate. Contra-flow cycling has been around for years in some European countries where it has been well received, providing many benefits. Where it may be perceived to be dangerous by some, it actually provides a safer shared road for cyclists and vehicles, naturally reducing speed and improving traffic flow. European statistics and studies testify this.

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Hopefully this will also reduce the the number of cars travelling north - south as most vehicles on the main city roads are not coming into or leaving the city but using the route as a short cut. The more the council tries to reduce this through traffic the better the city will be for pedestrians and bike riders.
Wonderful. I hope Council has the resolve to connect Pirie to North Tce very soon. Connectivity is everything!
Very good to be looking at safe cycle paths, to encourse use of bikes
For Section A3 Option 1 I think the Mountable strip would be good to use as a buffer zone, I think using a concrete median will cause accidents - both from cars scratching their wheels when parking and cyclists possibly hitting the medians and coming off. Anything to get cyclist away from having to share a road with vehicles is a great idea.
Really like idea of separating cycle lane physically from the road.
Strongly approve this widen initiative - seems smart, strategic thinking to focus on this as a bike route is and out of the city.
With any design to increase cyclist numbers there needs to be a lot of thought put into how cyclists get into and out of the city. The Adelaide City Council needs to consult with State Government and fringing Councils about dedicated bike routes. As cyclists get to the arterial roads around the Park Lands they need a safe way of getting across; islands, staging areas, etc. If there is safety transitioning from suburb, to Park Lands, to city then more people will consider cycling to work. The organisation is in favour of a dedicated bike route along Frome St.
Include city resident (retired) in cycling promotions like 'Ride to Work'. I support bycle hubs in the CBD. *Hindmarsh Square experiment has proved they are going concern
I'm unsure what you mean to installing "a continuous footpath across the southern end of the street (Halifax St) to slow down both motorist and cyclists speeds as they enter". Ravelling north up Castle ST, the entry to Halifax is very much a blind laner in both directions - cars have entered Castle from Halifax at high speeds t beat on coming traffic on Halifax - I've seen a cyclist nearly hit as a car came round the corner from Halifax onto Castle. Hae you considered changing the traffic direction on Castle to improve visibility for motorists? I've attached a diagram. Trying to give priority to the cyclists along this route is important - I would argue that many of the dwellings from South Tce to Frome are rented; new tenants would most likely become use to their street used as a bicycle priority.

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Appendix 4 – LETTERS RECEIVED

Hi Beth and Anna

Please find below our response to the Frome Street Bike Route – Section A: Glen Osmond Rd to Pirie St public consultation. We apologize for the delay in responding.

Question 1

We work, reside and shop in the city, as well as undertaking leisure and recreation activities.

Question 2

We travel in the city by: walking, catching the bus, catching the tram, taxi, motorcycle, driving our own vehicle, or getting a lift with friends.

Question 3

We prefer Option 1 – Kerb-side separated bicycle lanes.

Question 4

As daily pedestrian users of this space, a separate path for cyclists is definitely required. Cyclists often cycle down this space in an unsafe manner, riding quickly and not notifying pedestrians or other cyclists of their presence by using their bells.

Any moves to slow down cyclists will also improve the safety of the numerous elderly, infirm and mentally disabled people who live in the vicinity or use the services of the Box Factory.

Question 5

People will always take the quickest route, there does not seem to be much point in providing the new path. It is not worth the cost of building, or the loss of extra car parks on South Tce. Option 1 is the sensible option.

Question 6 – General Comments

We reiterate our previous comments that bicycles should not be encouraged to use Charlotte St. Both Pulteney St and Hutt St are large main roads with more than enough capacity to include bike lanes. Imposing such a large burden on residents of such a small, quiet, narrow street is shortsighted.

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The council should be trying to reduce traffic through small, quiet residential streets such as Charlotte St. Whilst we consider that the proposed restriction of right hand turns from South Tce to Charlotte St will reduce early morning commuters using the street as a thoroughfare, we are concerned that at the same time the council is encouraging further traffic (bicycles) down the street.

Our concerns with the proposal are as follows:

Impact on residents

- Old cottages and townhouses on the street have little or no front yards. An increase in cyclist traffic is likely to increase noise impacts for residents, which we are already experiencing on weekends when cyclists ride slowly down our street in small groups loudly talking to each other.
- Most of the houses on the street are heritage properties with old windows and noise from cyclists is already an inconvenience.
- We suggest that the current Noise Management Incentive Scheme is enhanced to compensate for the increase in noise pollution.

Two-way traffic on street

- There could be a potential increase in accidents as cars will need to look for cyclists coming from both directions which is unnatural for a one way street.
- On Charlotte St, before Gilles St, townhouses and houses on Gilles St have a laneway. A number of cars reverse out of this laneway on Charlotte St. Having cyclists come in both directions and encouraging additional traffic flows will lead to a higher risk of accidents in this space.

Transformation of city streets

- We note that Charlotte St will lose two garden spaces – what will the council be doing to improve the landscape of the street?
- We would suggest repaving the footpaths, planting new trees along the Eastern side of the road (the current trees planted are red wattle trees which drop significant amounts of foliage on the road) and/or creating garden spaces on the footpaths at Gilles St and South Terrace.

Intersection of Carrington St and Regent St

It is disappointing that the Council has not made any changes to what is probably the most dangerous intersection on this whole proposed route. As a pedestrian user of this intersection, it is very difficult to negotiate and cross with oncoming traffic from three directions, especially during peak hour traffic.

We suggest that consideration is given to making this crossing safer for all users. Possible suggestions – pedestrian crossing on either or both sides, or a roundabout.

Consultation process

We would also like to raise a number of issues with the consultation process. To begin with, the original consultation maps provided to the public incorrectly placed St Andrews Hospital in between Pulteney and Hutt St on Charlotte St (one of the streets impacted by the proposed bike lanes).

The original information pack supplied by council also noted that on site consultation with the designers would be available, and to contact AECOM to arrange this. Despite several attempts to make contact with AECOM in April, no one responded to voicemail messages left on the number provided, and it was not until we contacted the council twice to chase this up, that we were contacted by AECOM who advised us that there would be no on site consultations.

We also note that the original documentation included a project timeline which stated that detailed design proposals would be available for public comment in July/August. The web page was not updated to reflect any delays in the process, nor were stakeholder or other interested parties advised of the delays, and the designs were not released until late October. We again apologise for the delay in providing this response, however as we were expecting the documentation for review in July/August, we were on leave during the October/November consultation period.

Could someone from the project team please contact us to further discuss our concerns.

Kind Regards,

Adam and Sarah Forza
10 Charlotte St, Adelaide

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I emailed my submission before the Friday 5pm close. See the email below dated 9-Nov-2012. I hope that you are able to take into account these extra comments, sent before Monday start of business.

I would like to emphasise that good cycling infrastructure in Adelaide (taking into account Adelaide drivers) needs to be placed between the footpath and parked vehicles, and definitely separated physically from vehicles (and not just visually separated by painted lines or chevrons).

1. In Frome Street I have narrowly avoided being doored when a left-rear passenger got out of a vehicle stopped in the travel lane several vehicles back from red traffic lights. Breached more than one Australian Road Rule. The 4WD had dark window tinting so I could not see the vehicle occupants. If I had not allowed for this by cycling slowly, plus braking and yelling when the door moved, I would have been hit. The passenger accused me of being in the wrong.

2. At the northern extension of Frome Street into Frome Road, there is an official cycling area. It is not a bicycle lane, although the average person would mistakenly think so with the painted line and bicycle symbols (but no signage on posts). There are multiple signs with wording like 'no standing any time'. Every weekday around afternoon peak hour, inconsiderate drivers disobey the signs and stop in this cycling area. Some drivers will stop suddenly, making it hazardous for cyclists who must then brake sharply when coming down the hill. The other travel lanes are narrow and will be congested with vehicles.

3. I am tired of the many drivers who park in the nearby Kintore Avenue bicycle lanes while they wait for legal car parking.

So I believe that if the new bicycle lanes in Frome Street are placed between car parking and moving vehicles, plus some car parking removed, a safe cycling outcome will be jeopardised.

General
A. 1 "How do you participate in City life?" I currently visit the City for leisure and recreation, shopping and meetings. Have previously studied and worked in the City. I report to ACC items like cycling hazards, pedestrian hazards, environmental hazards, graffiti and dumped rubbish.
A.2 I cycle

Section A3
A.3 Along the Frome Street Bicycle Route (Carrington Street to Pirie Street), I prefer option 1 Kerb-side separated bicycle lanes.
This cycling infrastructure has been proven in pro-cycling European countries, and has been installed in Melbourne. There is an Australian manual 'A Guide to the Use of Kerbside Running Bike Lanes' 2010. If bicycle lanes are placed against the kerb and away from moving vehicles, less risk from: moving vehicles; cars moving into or out of car parks; dooring
Re dooring . . . Many Adelaide vehicles contain only the driver so if the cyclist is to the left of the vehicle, less chance of being doored. If doored by a left-side passenger, the cyclist will not be pushed under the wheels of passing a vehicle (think of cyclist James Cross who recently died in Melbourne when doored by a parked car and went under the wheels of a passing truck). The buffer zone can be designed as wide as Albert Street, Melbourne, so that an opened car door does not intrude into the bicycle lane, and dooring not possible.
I am an experienced cyclist and remember the stress of first cycling in the CBD. Now an experienced cyclist on busy streets, peak hour and urban arterial roads, but have not always managed to avoid errant drivers. I believe that being further from moving vehicles will encourage more to cycle in Adelaide.
Re possible intersection treatments . . . I reject the Continue Over Intersection, believing that uninformed or inconsiderate drivers will create near misses or collisions with cyclists. I reject the Bend Out, believing that uninformed or inconsiderate drivers will create near misses or collisions with cyclists. I consider that a **modified** Raised Platform treatment is the best of the three examples. However, the raised platform is too wide; should only be the width of bicycle lane and pedestrian area;

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make the raised portion narrower and similar in width to a Watts Profile Plateau to encourage drivers to give way to cyclists and pedestrians.
Re examples of types of treatments: I reject painted chevrons (too easy for inconsiderate or errant drivers to cross into the bicycle lane). I support Concrete Median or Landscaped Median that better stop vehicles from entering the bicycle lane than Bollards. Bollards are an effective visual deterrent but do not deflect a low-speed out-of-control vehicle away from the bicycle lane and vulnerable cyclist. Some cyclists in some locations might prefer a Mountable Strip (does not discourage inconsiderate or errant drivers) so that cyclists can easily change direction or enter the road and bicycle lane from a business in that street. I am in two minds about this, because even now I see vehicles illegally in green bicycle lanes in the ACC area. I still favour a physical median, perhaps even the Landscaped Median with its greenery that can psychologically calm drivers and traffic.

Section A2
A.4 Box Factory cycle lane design.
I am undecided.

Section A1
A.5 At the Park Lands, I prefer option to widen the existing cinder path.
The ACC paper recognises that a new path east of Himeji Gardens is less direct and some cyclist may continue using the existing path. I recall the first ACC bike plan that referred to a study that cyclists seeking safer conditions will veto detours that add more than ten per cent to the trip. A commute from the suburbs to the CBD might already include some safety detours (does for me), let alone detouring even further. An imposition for the cyclist commuting to work everyday, while aiming to commute quickly and efficiently.

Comments
Contra-flow: I support contra-flow bicycle lanes where pertinent and appropriate. This might include Charlotte Street and Castle Street. Definitely includes Gawler Place.
Charlotte Street: I support road treatments (even as simple as signs of 'no entry') to discourage peak-hour rat-runners in residential streets. I have not observed Charlotte Street, but have suffered rat-runners in residential streets of Inner Rim Suburbs.
Regent Street: Unfortunately cyclists sharing space with vehicles is not the best or safest option around Australian drivers. Please install bicycle lanes rather than marking bicycle logos on the shared travel lane. I am against a continuous footpath across the southern end of the street. Forcing cyclists to slow more than necessary or to dismount for kerbs places the cyclist at more risk of negative interaction with vehicles.

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Hi,

Please find attached my Feedback form RE. the Frome Street Bike Route.
Congratulations on this plan, any improvement to cycling infrastructure is most welcome!

I currently live on Young St in Parkside and commute daily by bicycle to the Royal Adelaide Hospital where I work as a Trauma Surgery Registrar (so I see lots of cyclists who are hit by cars or suffer from 'doorings.')

My daily route takes me from Greenhill Rd along Hutt St to East Terrace and then across the North Terrace lights and into the RAH.
This is a reasonably safe route, but several small modifications could be made to improve safety for cyclists (which would also possibily negate the proposed Frome St bike route as there are already good routes along Hutt St and Pultenay st.

Firstly- installation of bike lanes along east terrace from Grenfell St to North Terrace. This is the single most dangerous aspect of my daily commute in both directions. A bike lane could be installed in the northerly direction and the carparks/loading zones either removed or made a clear way during peak hours. In the southerly direction there is room for a bike lane on the road without the loss of any parking spaces.

Furthermore, the taxi zone outside the Havelock hotel should be removed. This makes it very dangerous for cyclists travelling in a southerly direction after 8pm. There is a large amount of aggressiveness from Taxi drivers and they constantly park right the way across the bike lane without keeping to the left.

There should be an on-road bike lane along Glen Osmond Rd from Greenhill Rd to South Terrace. There is already the room for this, it just needs to be marked.

Having previously lived on Wakefield st and commuted along Frome Rd to the Women's and Children's Hospital, the section of road that most needs a bike lane is the section from Pirie St to North Terrace in both the southerly and northerly direction. Unfortunately this section of the road is not tackled in your planned route.

Also the bike lane along Pultenay St needs to be extended to include Pirie St to North Terrace.

I believe that the money allocated for the Frome St bike route should be reallocated to improving the Hutt St and Pultenay St bike lanes as described above.

Kind regards,

Brenton

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Hi

We received a mailout asking for input on the above issue.

Q1. How do you participate in City life?
A. Workers; Leisure and Recreation; Shoppers.

Q2. How do you travel in and around the City?
A. We walk; we cycle; we catch the tram.

Q3. Along the Frome St Bicycle Route (Carrington St to Pirie St), two options are proposed. Which option do you prefer?
A. a) Option 1 Kerb-side Separated Bicycle Lanes Please comment: This seems to us much the safer option. Bicycle traffic is separated from moving car traffic by parked cars as well as a buffer. Also, cars don't need to cross the bike lane to park, which is more convenient for cars and safer for bicycles.

Q4. At the Box Factory Community Centre, the cycle lane has been separated from the pedestrian path to improve safety by slowing down cyclists. Do you support this additional treatment option?
A. Yes.

Q5. At the Park Lands, two options are proposed. Which option do you prefer?
A. a) Option 1 Widen existing cinder path Please comment: This is the most direct route. It also seems to involve the least use of resources and loss of car parking spaces.

Q6. Do you have any other comments?
A. No, but please keep us informed of all community bicycling initiatives in Adelaide.

Name: David D'Angelo & Kathryn Souvertjis

Feedback on Frome Street Bike Route

Doug Gillott

57 Fenwick Road Balhannah

Doug.gillott@gmail.com

Q1 – as a worker, cycle commuter, shopper, leisure and recreation

Q2 – Cycle in and out, walk around near work

Q3 – Traffic side bike lanes. Couple of reasons: as a fast cyclist, entry into and out of kerb side lanes is a slow point, so I would be inclined to just stay with the main traffic flow. This then annoys some drivers who think that you should be in the bike lane (unless not practical to do so – and it's not, it's too slow). Also, the kerb side lanes introduce a conflict point at every side street. And they would be almost unique to this route, leading to even more confusion for people not used to the area not knowing or realising what they have to do – especially drivers. Because of all of this, I will actually still use Pulteney and Hutt to avoid the bicycle measures. Also, just go with painted chevrons. No need for concrete or bollards and much cheaper.

Q4 – No I wouldn't want it but this route is not for me.

Q5 – Bitumen the direct route. That's what nearly everyone will end up using.

Q6 – On a separate issue, the green surface treatment of the bike lanes leading up to intersections installed recently around town is good. Now we need some sort of education campaign and signs to be more positive in directing cars to keep out of them.

Regards,
Doug

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In answer to the questions posed therein:
1. Leisure and recreation, shopper, resident 2. walk, cycle, bus, drive car 3.option 1 I prefer the kerbside solution. It is seen to work well in Copenhagen.
4. yes
5. option 2
6.Intersection treatment: the raised platform treatment. Coloured setts raised to pavement level with a different colour for the bike lane. It has proved very successful in London to the turnings off Kensington High Street W8. It visually sends a message to car drivers that they are going off the tarmac, and to pedestrians that they are going off the pavement, and it leads to mutual respect. I do not see that introducing a bike lane across the raised area will be regarded as any different.

On a wider canvas to assists cyclists, thought should also be given to generally reducing car access to the city. Consider car parks under the park land (reinstatement to parkland after construction) acting as a park and ride scheme, to a free bus service running around the city perimeter. Look at the system in Bruges, Belgium Consider more one way systems; you have a wonderful grid system ideal for one way operation allowing for reduction of conflict with two way working, increase traffic flow, and allowing for greater and safer use for cyclists. Note Melbourne.
Consider a long term proposal plan for a more integrated transport system for the benefit of all not just cyclists; raft over the rail yard on north terrace and make this a transport interchange hub. Bring interstate trains, Adelaide trains, interstate buses, local buses, free park and ride buses, and trams together. Plan for a fast link from the airport to this hub - high level (as in Kuala Lumpur) or trams along the non residential /commercial Richmond Road to preserve residential amenity. Above the raft - mixed commercial / residential development benefiting from the views across the river and parkland.

Dear Ms Thackray, Ms McDonald and Ms Brown

Frome Street Bike Route – Resident Feedback

I wish to submit the following feedback for your consideration regarding the Frome Street Bike Route, Section A, Glen Osmond Road to Pirie Street, in particular Section A1.

Although I am in favour of improvements for cyclists wishing to access the city safely, in my opinion both options in Section A1 disadvantage some of Adelaide's local residents (your ratepayers – those people paying your salaries – remember them?) and in particular those with properties on South Terrace, Charlotte Street and Charlotte Place, and whose only (and already restricted) access to carparking via the un-named rear access lane behind their properties is via Charlotte Street.

This group of residents includes, but is not limited to, those at:

* Numbers 278 South Terrace, Units 1-6/280 South Terrace, Units 1-3/283 South Terrace
* Numbers 7, 7A, 11, 13, 15, 17 Charlotte Place
* Numbers 26, 28, 30 Charlotte Street

Please consider that although this may be a small number of residents, this group is already disadvantaged because Charlotte Street is a one way street, with access from South Terrace only. Other nearby residents of Charlotte Street, Charlotte Place and Gilles Street who do not need to access the un-named rear access lane have the luxury of choice, accessing their carparking via Gilles Street, Louisa Street, Charlotte Place, Charlotte Street and South Terrace.

The banning of right hand turns from South Terrace into Charlotte Street will mean that residents wishing to access Charlotte Street and the un-named rear access lane will be restricted to the following two options:

Option 1

Drive past Charlotte Street and execute a u-turn further along South Terrace in order to turn left into Charlotte Street. Please consider my question - how long will this action be allowed until a "no u-turns permitted" sign is erected on South Terrace? In my opinion the answer is – not long.

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Option 2

Avoid South Terrace, access Gilles Street, turn left onto Pulteney Street, turn left at South Terrace and turn left again at Charlotte Street. This route involves the addition of two sets of traffic lights at two very busy city intersections and in my opinion, most drivers would consider this option inconvenient at the very least, especially in peak times.

Suggestions for Alternatives

Allow local residents only to execute right hand turns into Charlotte Street from South Terrace.

Position the cycling refuge further along South Terrace, past Charlotte Street.

Scrap the cycling refuge altogether. After all, it is the city and there will be many other busy roads to cross so one would assume that any cyclist prepared to ride in the city has a thorough knowledge of road safety issues and is a confident and competent road user.

A Final Note and a Different Point of View

Let's forget for a moment that we are talking about the city and pretend that we are talking about you and where you live.

Let's assume that you live in a house with a driveway. Imagine if one day your council told you that you were only allowed to drive along your street in one direction. Not too bad. You can still get to your driveway.

Now imagine if your council told you that you had to go around the block so that you would be facing in the right direction on the street before the one you live on in order to access your street and then your driveway. And would you like to stop at two traffic lights on the way around? I guess not, I guess you would rather be out cycling.

I thank you for your time in considering my comments and I look forward to your response. Please note that I give you my permission for my feedback to be made publicly available but that I would prefer that my name and address be treated as confidential – thank you.

Yours sincerely

L M Sheehan

Item 6 - Attachment D

Appendix 5 – FORMAL LETTER SUBMISSION

SOUTH-EAST CITY RESIDENTS ASSOCIATION INC.

strengthening our community

4 November 2012

Community Consultation
Frome Street Bicycle Route – Section A
Adelaide City Council
GPO Box 2252
Adelaide 5001

Frome Street Bicycle Route – Section A

SECRA believes that the proposed Frome Road bicycle route between Glen Osmond Road and Pirie Street should be primarily designed so that it encourages cyclists to use the route for commuting to and from work in the city and for recreational purposes. Whilst this may not necessarily be the most direct route for cyclists it should provide as safe as possible route for cyclists who are not confident cycling on roads with motorists while experienced cyclists may decide to use a more direct "on road" route.

With this in mind the following comments are provided:

- SECRA is of the view that new paths and roadways should not be created in the Park Lands unless there are no other alternatives. Widening the existing path between Glen Osmond Road and South Terrace (Option A) is therefore preferred instead of creating a new path as proposed under Option B. The path shown under Option A is also more direct than that under Option B and under Option B cyclists would be required to ride along South Terrace to access Charlotte Street. SECRA does not see the existing round structure on the path near Himeji Garden as being a reason for creating a new bicycle route as the path could be widened around this structure to accommodate cyclists.

- The shared roads concept for Charlotte and Castle Streets with motor vehicles going one way and cyclists both ways is supported. This would need to be supported by signage advising motorists that cyclists use the roadway in both directions.

- SECRA is of the view that the proposed bicycle route between Carrington and Pirie Streets should set the preferred standard for future "on road" bicycle routes within the city. "Option 1 – Kerbside separated bicycle lanes" is therefore preferred as it separates cyclists from moving motor vehicles and therefore provides a much safer route for cyclists. Many cyclists would find Option 2, where they are required to ride in a bicycle lane with parked cars on one side with the risk of their doors being opened, and moving motor vehicles on the other side, as unacceptable for a city that is encouraging the use of bicycles.

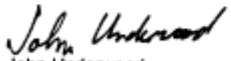
- While it is accepted that more on street parking spaces will be lost with "Option 1 - Kerbside separated bicycle lanes" if the Council is serious about encouraging cyclists into the city and discouraging vehicles then surely the decision should be Option 1. There may however be a need to retain on street residential permit parking for those residents occupying older housing which does not have off street parking.

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- It is considered that the "continue over intersection" option is the better treatment for non-signalised intersections provided that the bicycle lanes are readily identifiable by motorists (ie coloured green). In any event all cyclists, pedestrians and motorists should exercise care at such intersections and it should be a given that they ensure that it is safe before crossing the intersection. The "bend out" and "raised platform" options may create confusion and could provide a false sense of security for cyclists and pedestrians.

While not included in this stage of the project SECRA is of the view that the bicycle route should be extended to North Terrace (with kerbside separated lanes) and should be connected with an off road bicycle route to the Torrens Linear Park (either along Frome Road or through the Royal Adelaide Hospital site once it is vacated).

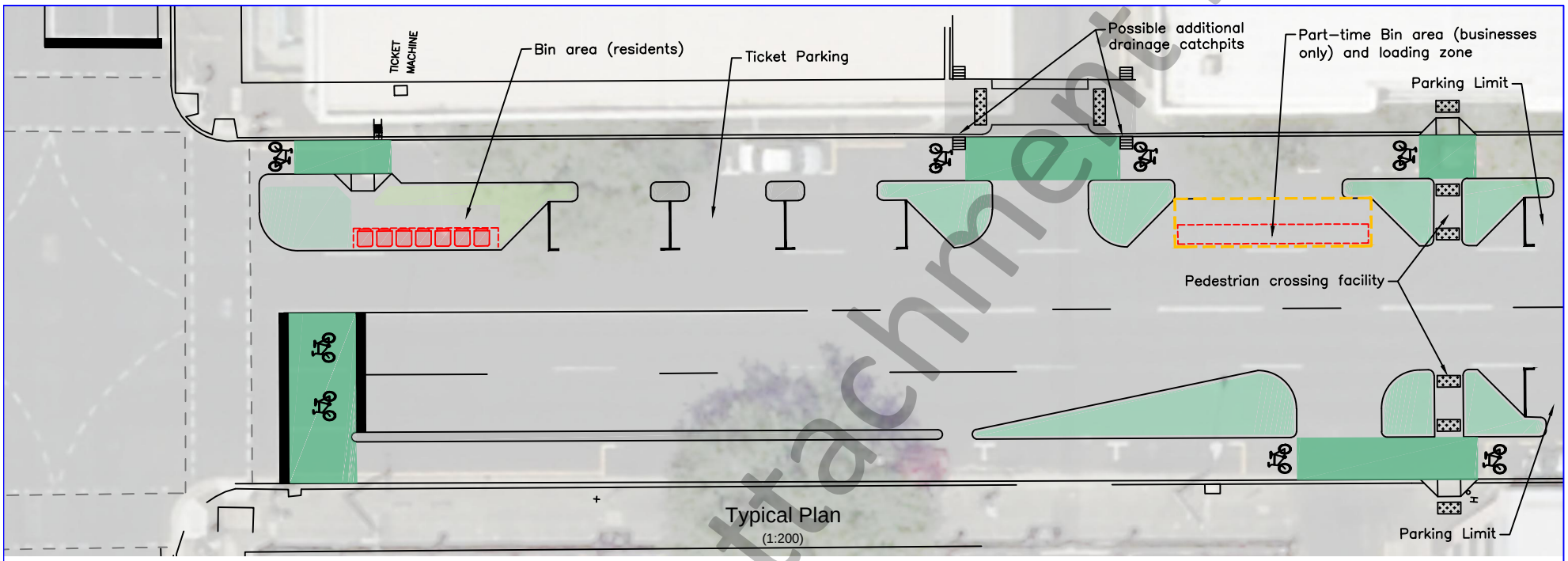
Yours sincerely,



John Underwood
Chairperson
South East City Residents Association (SECRA)
PO Box 7017 Hutt Street
Adelaide 5000

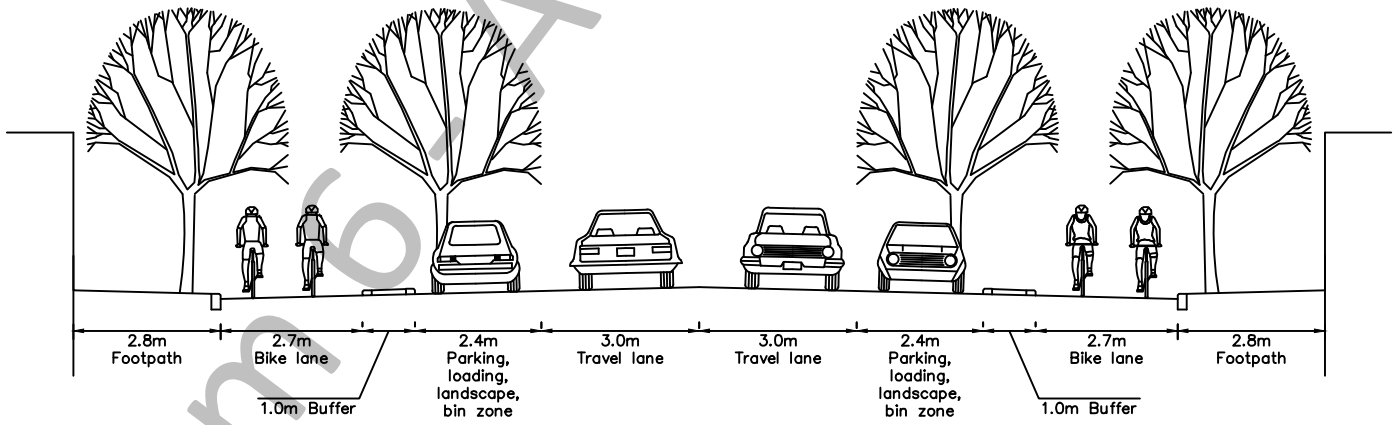
SECRA Postal address: PO Box 7017, Hutt Street, Adelaide SA 5000.

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Key:

- Potential water sensitive urban design landscaping - low height
- Potential water sensitive urban design landscaping - high height
- Kerbed area with hard surfacing
- Green cycle lane



Typical section
(NTS)

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Attachment E - Kerb-side separated lanes engineering concept

Frome Street South Bikeway: computer generated image of kerb-side separated bicycle lanes.



1. **Potential for landscaping in median separating area.**
2. **Continuous footpaths across side roads.**

Item 6 - Attachment E