

Your Say  
Adelaide

The Adelaide City Council invites engagement from the community about

# Frome Street Bikeway

**Final Concept Design: Carrington Street to Pirie Street**

## Project Summary

Adelaide City Council is creating a Bikeway along Frome Street to improve the quality and safety of bike infrastructure.

In July we asked for comment on the section of bikeway between Glen Osmond Road and Carrington Street.

Now we are seeking comments on the section of the Frome Street Bikeway from **Carrington Street to Pirie Street**.

Consultation closes: **5 pm, Friday 4 October 2013.**

### Included in this information pack:

- Project Information
- Final Detail Concept Design Plans
- Comment Form
- Frequently Asked Questions

For enquiries, please contact:

**Name:** Chris Hardman

**Title:** Senior Transport Planner

**Phone:** 8203 7519

**Email:** [c.hardman@adelaidecitycouncil.com](mailto:c.hardman@adelaidecitycouncil.com)

# Frome Street Bikeway

## Final Concept Design: Carrington St to Pirie Street

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## Project Information

### Purpose

Adelaide City Council is seeking feedback from the community on the final concept design of the Frome Street Bikeway from Carrington Street to Pirie Street. This information will be considered before the project is constructed.

### Background

The Frome Street Bikeway is part of Council's aim to increase the number of people riding a bike by improving the quality and safety of bike infrastructure across the city. It is aligned with *Smart Move: the City of Adelaide's Transport and Movement Strategy 2012-22*, which aims by 2022 to 'complete 10 km of separated bikeways' and 'double the number of people riding a bike in the City'.

By providing safer and easier to use bike facilities, more people are likely to make the switch, and enjoy the health and economic benefits of riding a bike for work, study or leisure, especially for short trips of up to 10 km.

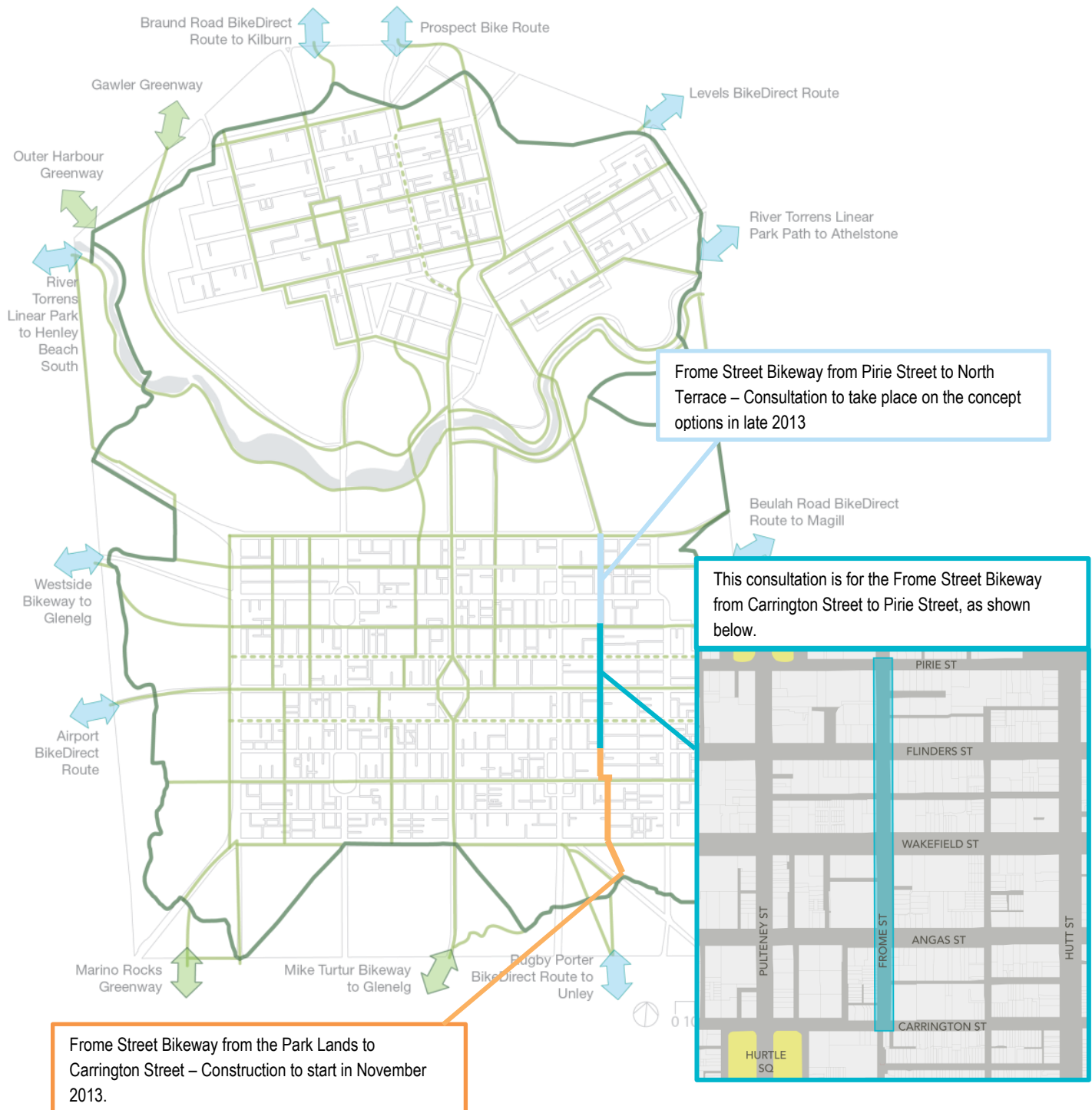
In November last year, Adelaide City Council sought feedback from the community on design options to construct bike facilities on the Frome Street Bike Route (the Frome Street Bikeway) between Glen Osmond Road and Pirie Street. The feedback provided by the community has been used to inform the next stage of the design process: final concept design.

Once all sections of the Frome Street Bikeway are completed, the Bikeway will connect the North Terrace university precinct in the City of Adelaide to the City of Unley (see map on next page).

# Frome Street Bikeway

## Final Concept Design: Carrington St to Pirie Street

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# Frome Street Bikeway

## Final Concept Design: Carrington St to Pirie Street

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Planning for the Frome Street Bikeway project commenced in April 2012. The key milestones that have been achieved and current status of the project is shown below:

### SMART MOVE

Transport and Movement Strategy developed  
Future Bikeways Network routes identified  
[www.smartmoveadelaide.com](http://www.smartmoveadelaide.com)

### DESIGN INPUT

April 2012: Council asked the community and key stakeholders what issues and opportunities should be considered in the design

### CONCEPT DESIGN DEVELOPMENT

Feedback from the 1st consultation informed concept design

### CONCEPT OPTIONS

October 2012: Council asked the community and key stakeholders to comment on the preferred concept design options

### PREFERRED OPTION

The preferred option was developed into a detailed concept design

### WHERE ARE WE NOW?

Council are seeking comments on the final concept design.

This information pack is the final stage of consultation prior to installation. Any comments received from this consultation will inform the detailed engineering design. The next stages will be:

### ENGINEERING DESIGN

### CONSTRUCTION

Construction is expected to take place at the start of 2014

### PROJECT APPRAISAL

Monitoring and assessment on going

### NEXT STEPS

Design for the Frome Street Bikeway from Pirie Street to North Terrace will be presented to the community in late 2013

Construction of the Carrington Street to Pirie Street section will begin in 2014

# Frome Street Bikeway

## Final Concept Design: Carrington St to Pirie Street

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### SUMMARY OF DESIGN FEATURES CARRINGTON STREET TO ANGAS STREET

- Kerb-side separated bike lanes
- Traffic Capacity: 1 lane in each direction
- New pedestrian and bike rider crossing point at Carrington Street
- New midblock pedestrian crossing
- On-street parking spaces: 27 spaces before, 17 spaces after
- Loading zone length: 15metres before, 17 metres after
- Bin storage: 0 bins before, 31 bins after
- Landscaped open space: 10m<sup>2</sup> before, 110m<sup>2</sup> after
- Trees: 14 before, 22 after

Road rules prevent car parking within 20 m of a signalised intersection

Loading zone lengthened.

Bin presentation zone (no stopping) Wednesday PM to Thursday PM. Parking at all other times.

Ramps for bins and pedestrians

Bin presentation zone (no stopping) Wednesday PM to Thursday PM. Parking at all other times.

Bin presentation zone.

Pedestrian and bike rider crossing median.

Shared path.

No right turns during peak times to assist with maintaining traffic flow.

Bin presentation zone.

One lane in each direction.

Separated bike lane.

Pedestrian crossing point.

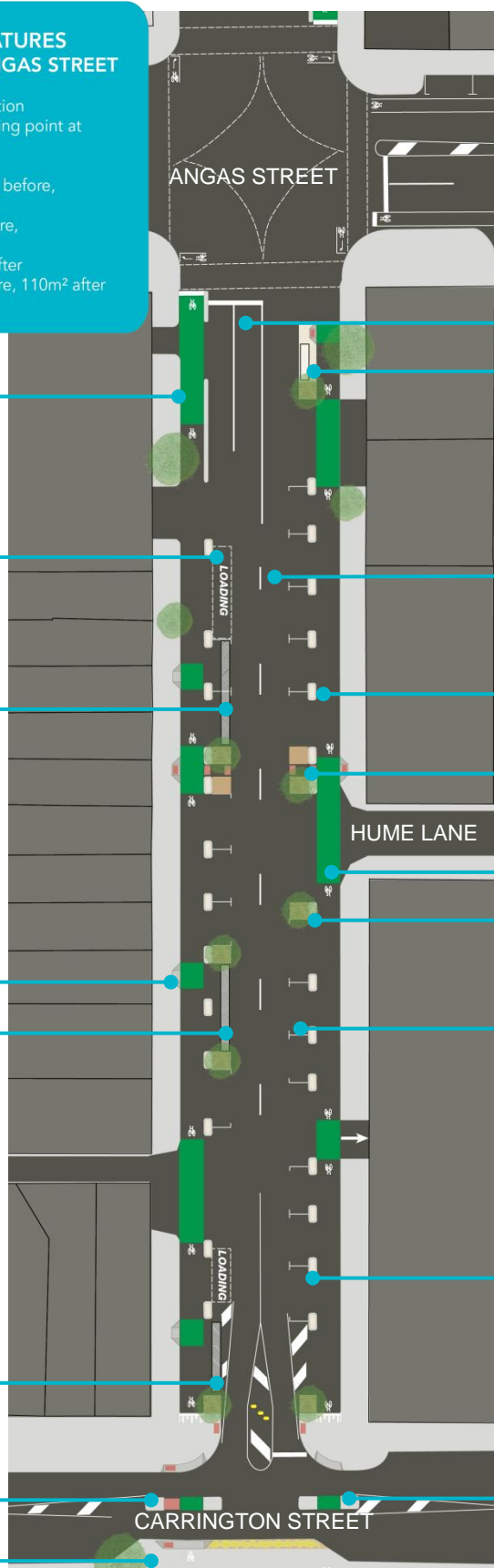
Green surfacing at conflict points.

Landscaped tree pit.

Full time parking.

1m wide kerbed buffer.

Bike rider crossing median.



# Frome Street Bikeway

## Final Concept Design: Carrington St to Pirie Street

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### SUMMARY OF DESIGN FEATURES ANGAS STREET TO WAKEFIELD STREET

- Kerb-side separated bike lanes
- Traffic Capacity: 1 lane in each direction
- New midblock pedestrian crossing
- On-street parking spaces: 27 spaces before, 21 spaces after
- Motorcycle parking spaces: 0 before, 5 after
- Bicycle parking spaces: 0 before, 14 after
- Landscaped open space: 80m<sup>2</sup> before, 150m<sup>2</sup> after
- Trees: 20 before, 27 after

No right turns during peak times to assist with maintaining traffic flow.

Road rules prevent car parking within 20 m of a signalised intersection

Full-time parking

Landscaped tree pit

One lane in each direction

Motorcycle parking

Bike parking

Bike parking

Pedestrian crossing point

Motorcycle parking

Separated bike lane

Motorcycle parking

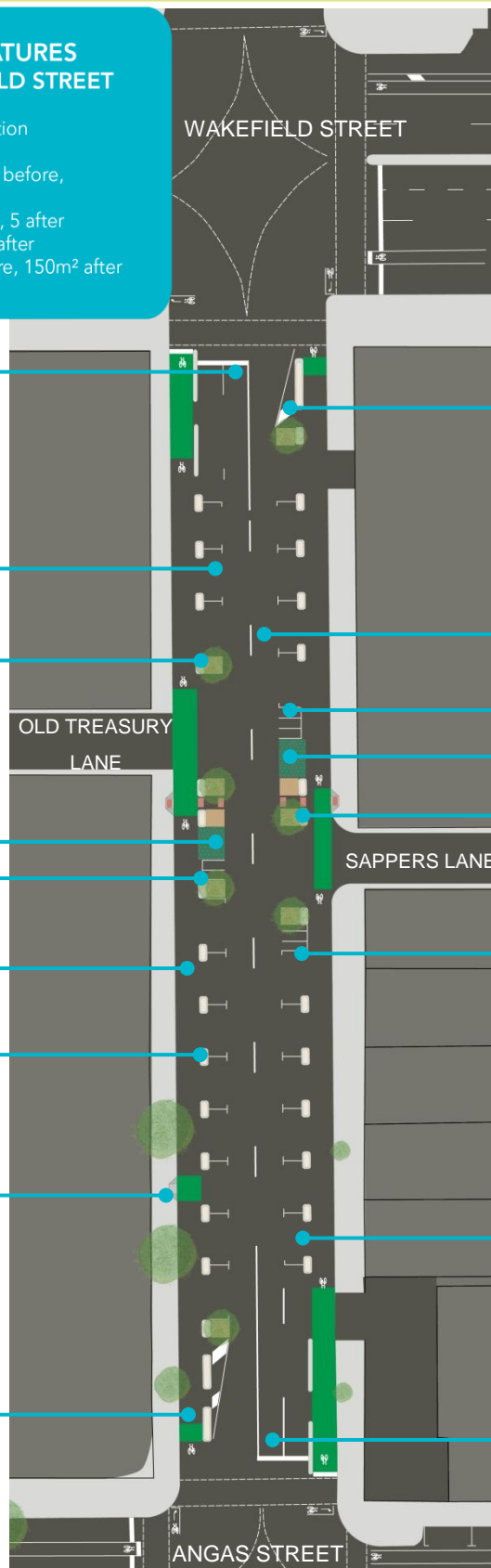
1 m wide kerbed buffer

Ramp for access to parked cars

2 off-peak parking spaces. No parking so as to provide space for left turn vehicles to queue during peak times.

Road rules prevent car parking within 20 m of a signalised intersection

No right turns during peak times to assist with maintaining traffic flow.





# Frome Street Bikeway

## Final Concept Design: Carrington St to Pirie Street

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### SUMMARY OF DESIGN FEATURES

#### WAKEFIELD STREET TO FLINDERS STREET

- Kerb-side separated bike lanes
- Traffic Capacity: 1 lane in each direction
- New midblock pedestrian crossing
- Raised carriageways at Ifould Street
- On-street parking spaces: 23 spaces before, 16 spaces after
- Motorcycle parking spaces: 4 before, 4 after
- Bicycle parking spaces: 0 before, 16 after
- Landscaped open space: 10m<sup>2</sup> before, 115m<sup>2</sup> after
- Trees: 9 before, 18 after

Road rules prevent car parking within 20 m of a signalised intersection.

Full-time parking

Raised carriageway to create a continuous footpath and to slow vehicles entering and exiting Ifould Street

Motorcycle and bicycle parking

Separated bike lane

1 m wide kerbed buffer

Road rules prevent car parking within 20 m of a signalised intersection

No right turns during peak times to assist with maintaining traffic flow.

Landscaped tree pit

One lane in each direction

Bike parking

Pedestrian crossing point

Green surfacing at conflict points

5 off-peak parking spaces. No parking so as to provide space for left turn vehicles to queue during peak times.

No right turns during peak times to assist with maintaining traffic flow.

# Frome Street Bikeway

## Final Concept Design: Carrington St to Pirie Street

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### SUMMARY OF DESIGN FEATURES FLINDERS STREET TO PIRIE STREET

- Kerb-side separated bike lanes
- Traffic Capacity: 1 lane in each direction
- New midblock pedestrian crossing
- Raised carriageway at Worsnop Avenue
- On-street parking spaces: 17 spaces before, 10 spaces after
- Motorcycle parking spaces: 0 before, 3 after
- Bicycle parking spaces: 0 before, 14 after
- Loading zone length: 32m before, 25m after
- Landscaped open space: 10m<sup>2</sup> before, 125m<sup>2</sup> after
- Trees: 9 before, 21 after

No right turns during peak times to assist with maintaining traffic flow.

Road rules prevent car parking within 20 m of a signalised intersection.

Bike parking

Raised carriageway to create a continuous footpath and to slow vehicles entering and exiting Worsnop Avenue

Loading zone located away from intersection

Landscaped tree pit

Loading zone replaced with parking

Full-time parking spaces

No right turns during peak times to assist with maintaining traffic flow.

4 off-peak parking spaces. No parking so as to provide space for left turn vehicles to queue during peak times.

Green surfacing at conflict points

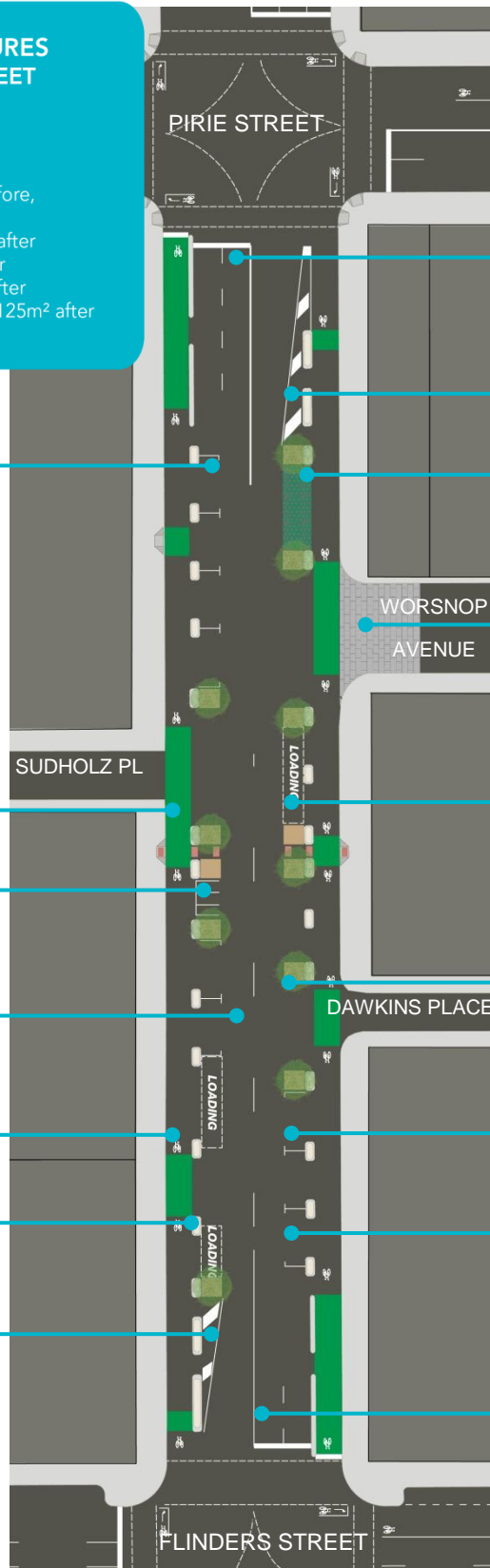
Motorcycle parking

One lane in each direction

Separated bike lane

1 m wide kerbed buffer

Road rules prevent car parking within 20 m of a signalised intersection.





# Frome Street Bikeway

## Final Concept Design: Carrington St to Pirie Street

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### How do I provide my comment?

There are a number of ways in which you can provide your comments:

#### Comment Form

Complete the Comment Form included in this consultation pack.

It is Council's policy that for a formal submission to be received, it must include your name and residential address. Formal submissions will be provided to Council and will be included in a publically available document.

#### Meet with a staff member

A member of the project team will be available for you to meet and will be able to answer your questions and discuss any concerns you may have. The times and locations are:

- **Adelaide City Council Customer Centre** at 25 Pirie St, Adelaide.  
Please report to reception.
  - Tuesday 24 September, 12 noon to 2 pm
  - Wednesday 25 September, 12 noon to 2 pm
  - Thursday 26 September, 12 noon to 2 pm

If the times or location are not convenient please telephone Chris Hardman on 8203 7519 to arrange a meeting.

#### Online/ Website

Council has a dedicated website that provides an opportunity for quick and efficient online feedback. Visit [yoursay.adelaidecitycouncil.com](http://yoursay.adelaidecitycouncil.com) for information about the project and online ways to provide your comments. Alternatively, comments can be emailed to [yoursay@adelaidecitycouncil.com](mailto:yoursay@adelaidecitycouncil.com)

#### Written Submissions

All written submissions must be received by **5 pm, Friday 4 October 2013** and should be addressed to:

Community Consultation  
**Frome Street Bikeway**  
GPO Box 2252, Adelaide SA 5001

Electronic submissions are available online at [yoursay.adelaidecitycouncil.com](http://yoursay.adelaidecitycouncil.com), or alternatively comments can be e-mailed directly to [yoursay@adelaidecitycouncil.com](mailto:yoursay@adelaidecitycouncil.com).

### When does the consultation end?

All submissions must be received by **5 pm, Friday 4 October 2013**.

### What happens to my feedback?

Council staff will review the comments received and, where appropriate, refine the detail design before construction.

### How do I know my comments have been received?

All forms, submissions or correspondence will be acknowledged so that you know your comments have been received.

### Contact Person

For more information, please contact:

**Name:** Chris Hardman  
**Title:** Senior Transport Planner  
**Phone:** 8203 7519  
**Email:** [c.hardman@adelaidecitycouncil.com](mailto:c.hardman@adelaidecitycouncil.com)

# Frome Street Bikeway

## Final Concept Design: Carrington St to Pirie Street

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### Frequently Asked Questions

#### Why kerbside separated bike lanes?

Kerbside separated bike lanes were identified through the community and stakeholder engagement process, undertaken in November 2012, to be the preferred option for the Frome Street Bikeway. The introduction of kerb-side separated bike lanes both nationally and internationally have shown to lead to a substantial rise in the number of people who choose to ride bikes.

Kerbside separated bike lanes increases bike rider safety by separating bikes from moving motor traffic and parking manoeuvres, including car door openings, and provides a clear definition of bike space, which cannot be encroached by moving motor vehicles.

#### What benefits will there be for businesses and residents?

The Frome Street Bikeway will improve the whole streetscape by providing many new landscaped areas, more street trees, bike parking and creating a street, not only for cars but for people as well.

Studies have shown that a high proportion of all retail expenditure comes from local residents and workers within walking distance, space allocated to bicycle parking can produce much higher levels of retail spend than the same space devoted to car parking.

The Heart Foundation's 'Good for Busine\$\$' discussion paper provides more information on this subject and is available at <http://www.heartfoundation.org.au/support-us/Whats-On/Pages/good-busine-discussion-paper.aspx>

#### Will there be any benefits for pedestrians?

The Bikeway provides shaded pedestrian crossing points half-way along each block and also provides median refuges in Carrington Street to allow an easier and safer crossing and a continuous footpath across the junctions of Worsnop Avenue and Ifould Street.

#### Will the bikeway continue along Frome Street?

The Bikeway will continue up to North Terrace. Concept designs are currently being developed. Consultation for this section of the Bikeway is due to take place late 2013.

#### What can be changed?

The bike lanes are part of Council's long term strategy to encourage people to travel by bike and are a non-negotiable element of this project.

There is some flexibility as to which spaces can be used for parking, loading or bin presentation zones. All requests for change will be considered and will be evaluated on their merits.

#### What is a bin presentation zone?

Throughout the City on waste collection days the crews of collection vehicles often have to man-handle bins through parked cars to enable the truck to empty them. This slows the waste collection process, prolonging the noise made by the truck and increasing collection costs.

The Frome Street Bikeway provides an opportunity to trial bin presentation zones. These zones allow residents and businesses to move their bins, via the ramps provided, to designated areas to allow a more efficient waste collection. It is proposed that the zones will operate from 4 pm Wednesday to 4 pm Thursday. Outside of these times the zones can be used for parking. The success of the zones will depend on the goodwill of motorists, residents and businesses to move parked vehicles and bins.

Before their introduction, an education campaign will inform residents and the drivers of vehicles parked in Regent Street North and the surrounding streets of how they work, emphasising that they depend on the goodwill of all users.

The trial will be monitored and its performance evaluated. If the trial is unsuccessful the bin presentation zone will be removed.

# Frome Street Bikeway

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### How will the safety of bike riders be improved?

A one metre wide kerbed buffer will separate bike riders from parked cars and car doors, with the parking and loading zone providing further separation between bike riders and motor traffic. Clear visibility is provided at the side roads and the busier side roads have a continuous footpath that provides a 'speed bump' to slow vehicle speeds.

### What effect will there be on parking?

Overall, 30 on-street parking spaces will be removed, with 64 on-street parking spaces remaining. A parking survey has shown that the maximum number of vehicles parked in this length of Frome Street was 61, occurring between 10 am and 11 am. The survey results demonstrate that the maximum number of parked cars can be accommodated within the 64 remaining spaces.

A total of 11 on-street parking spaces will not be available during the busiest traffic times and will be used by left turning vehicles. This will occur between 7 am and 9 am and 4 pm and 6 pm, Monday to Friday. The parking survey shows that the highest number of vehicles parked during these times is 45. This number of vehicles can be accommodated in the 53 full-time on-street parking spaces provided.

### What effect will there be on the loading zones?

Overall, 5 metres of loading zone will be removed. Wherever possible the individual loading zone lengths have been increased to allow for longer delivery vehicles.

Loading zones have been relocated further away from the stop line of traffic lights to allow more vehicles to wait at the stop line before the lights change to green. The maximum distance a loading zone has been moved by is 30 metres.

### Why will any parking spaces or loading zones be removed?

As we are changing the street layout, we need to comply with the current Australian Road Rules. This requires no stopping within 20 m of traffic lights and 10 m of intersecting side roads.

To maintain safe visibility at the junctions with side roads, only bike and motorcycle parking has been allowed, as these vehicles are low enough not to block the view of pedestrians, drivers and riders.

### Will there be more congestion for motor vehicles?

To fit the bikeway onto Frome Street it is necessary to remove one lane of traffic in each direction and to reduce the number of lanes at the traffic lights. This affects how many motor vehicles can use Frome Street.

To keep traffic flowing, the right turns at the traffic signals will be restricted during the busiest times of the day. Traffic data shows that this restriction will affect 10% of traffic on Frome Street. Motorists wanting to turn right from Frome Street are advised to make their journeys outside of the busiest times or to consider alternative routes.

To further improve the operation of the traffic lights and to allow more vehicles to wait at the stop line, the loading zones have been relocated further from the stop line. A total of 11 parking spaces located close to traffic light stop lines will not be available for use during the busiest times of the day.

# Frome Street Bikeway

## Final Concept Design: Carrington St to Pirie Street

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### Comment Form

Consultation closes **5 pm, 4 October 2013**

This form provides an opportunity for general comments on the detailed concept design of the Frome Street Bikeway from Carrington Street to Pirie Street.

Name\*

Address\*

E-Mail

Comments:

\*Required fields

Written submissions must be received by: **5 pm, 4 October 2013.**

Send by post to:

**Community Consultation**  
**Frome Street Bikeway**  
GPO Box 2252 Adelaide SA 5001

Or

Email [c.hardman@adelaidecitycouncil.com](mailto:c.hardman@adelaidecitycouncil.com) or  
[yoursay@adelaidecitycouncil.com](mailto:yoursay@adelaidecitycouncil.com)

For all enquiries, please contact **Chris Hardman** on **8203 7519** or  
[c.hardman@adelaidecitycouncil.com](mailto:c.hardman@adelaidecitycouncil.com).

Thank you for your submission.

Please tell us more about you (Optional)

Gender ☐ Male ☐ Female

Year of Birth

Suburb

Are you an Adelaide City Council rate payer?

☐ Yes ☐ No

Please tell us how you participate in city life (tick all that apply).

☐ Resident ☐ Business Owner ☐ Worker

☐ Student ☐ Leisure/ Recreation ☐ Shopper/ Visitor

☐ Other