



Your Say
Adelaide

The Adelaide City Council invites
engagement from the community about

Frome Street Bicycle Route

Section A: Glen Osmond Road to Pirie Street

Project Summary

Adelaide City Council is seeking feedback on design options to construct bicycle facilities on the Frome Street Bicycle Route between Glen Osmond Road and Pirie Street.

The proposed design options for the Frome Street Bicycle Route differ along the corridor taking into account the Park Lands and characteristics of each street. To reflect this, the bicycle route has been divided into three sub-sections as shown in the figure on page 3:

Section A1: Glen Osmond Road to South Terrace

Section A2: South Terrace to Carrington Street

Section A3: Carrington Street to Pirie Street

Consultation closes

5pm, Friday 9 November 2012

Included in this consultation pack:

- Project Information
- Feedback Form

Given the size of the complete plans for the proposed design options, we have not included them within this consultation pack. Details of how to view these plans are provided overleaf under "Project Information".

For enquiries, please telephone or email:

Name: Beth Thackray

Title: Project Officer

Phone: 08 8203 7437

Email: b.thackray@adelaidecitycouncil.com

Name: Anna McDonald

Title: Senior Transport Planner, Cyclists and Pedestrians

Phone: 08 8203 7628

Email: a.mcdonald@adelaidecitycouncil.com

Frome Street Bike Route

Section A: Glen Osmond Road to Pirie Street

Your Say
Adelaide

Project Information

Purpose

This project is part of Council's aim to increase the number of cyclists by improving the quality and safety of cycling infrastructure across the City; and is aligned with Council's Strategic Plan 2012-16 to

"...create a cycling and pedestrian friendly city" and target "complete 16 km of the priority bicycle lane network by 2014/15 and 20 km by 2015/16".

Background

In April 2012 we asked the community and key stakeholders about the design considerations for creating bicycle facilities on two key corridors in the City. These were:

- Frome Street between Glen Osmond Road and North Terrace
- Pulteney Street between Pirie Street and North Terrace

From the feedback received design options have now been prepared for the section of the Frome Street Bicycle Route between Glen Osmond Road and Pirie Street, referred to as Section A, and shown in the figure overleaf. The sections of Frome and Pulteney Streets north of Pirie Street have not been included in this consultation and are expected to be released for consultation in late 2012 /early 2013.

Timeline

Comments from this consultation will be used to inform the final design to be presented to Council in early 2013. It is anticipated that construction will begin in mid 2013.

How do I view the proposed plans?

Given the size of the complete plans for the proposed design options, we have not included them within this consultation pack.

If you would like to view the complete plans they are available at the following locations:

Online / Website

Council has a dedicated website that provides an opportunity for quick and easy viewing of the plans. Visit yoursay.adelaidecitycouncil.com.

Council locations

Displays of the plans will also be available at the following Council and community centre locations:

- **Planning Lab:** Ground floor, 25 Pirie St, Adelaide (open Mon to Fri 9am – 5pm)
- **Box Factory:** 59 Regent St South, Adelaide (open Mon to Fri, 4pm – 9pm, Sat 10am – 3pm)
- **Hutt Street Library:** 235 Hutt Street, Adelaide (open Mon to Wed & Fri 10am – 6pm & Thurs 10am – 8pm).

Open house information session at Hutt Street Library

Attend the open house information session on Thursday 1 November 2012 from 12pm to 2pm and 4.30pm to 6.30pm at the Hutt Street Library, Hutt Street. Full-scale plans of the proposed works will be available for viewing.

How do I provide my feedback?

Feedback Form

Complete the Feedback Form enclosed in this consultation pack to provide your feedback. Submissions must include the name and residential address of the respondent, and will be included in a report to Council that will be publicly available.

Online / Website

Council has a dedicated website that provides an opportunity for quick and easy online feedback. Visit yoursay.adelaidecitycouncil.com to provide your comments.

Alternatively comments can be emailed to yoursay@adelaidecitycouncil.com.

Written Submissions

All written submissions must be received by 5.00 pm on Friday 9 November 2012 and should be addressed to:

Community Consultation
Frome Street Bicycle Route: Section A
GPO Box 2252
Adelaide SA 5001

What happens to my feedback?

Council staff will review the comments received and amend the design where appropriate. Once the designs are finalised, a report will be presented to Council providing an analysis of the consultation and a final recommendation for approval.

Frome Street Bike Route

Section A: Glen Osmond Road to Pirie Street

Your Say
Adelaide

Proposed Options

Section A: Frome Street Bicycle Route

Section A is divided into three sections as represented in the figure to the right.

Section A1: Glen Osmond Road to South Terrace

Section A2: South Terrace to Carrington Street

Section A3: Carrington Street to Pirie Street

Why are we considering this corridor first?

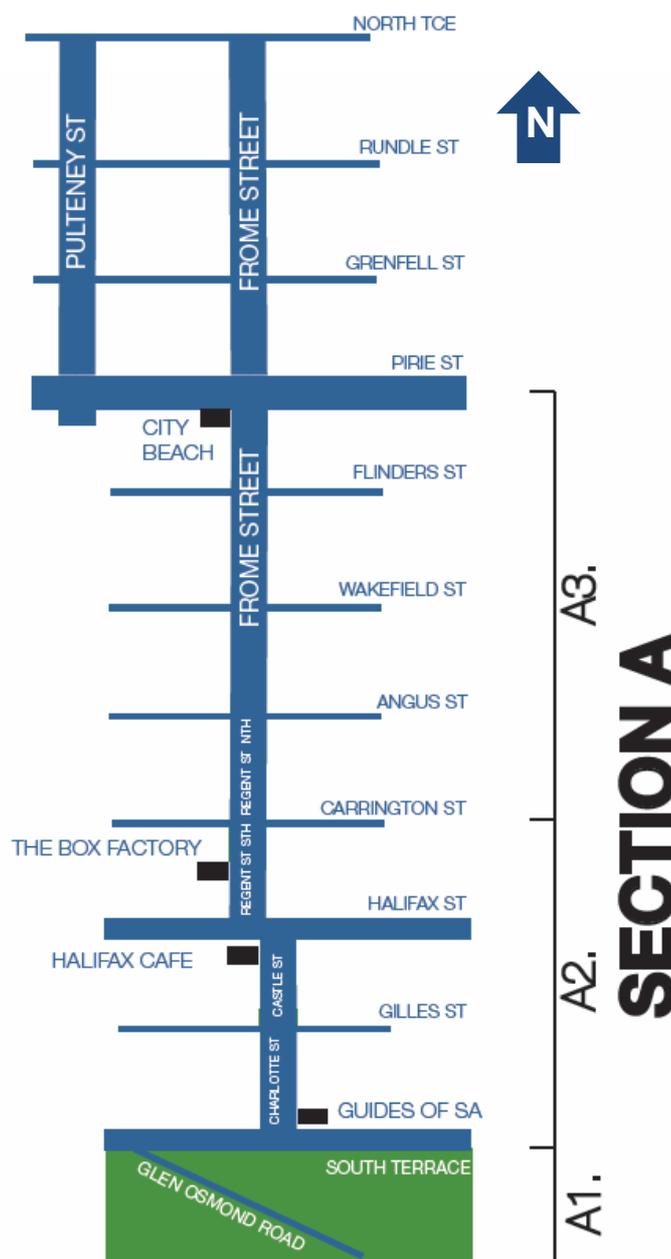
The Frome Street Bicycle Route (as identified in figure to the right) forms an important north-south link within and to the City. It connects some of the City's key destinations including the University of Adelaide, University of South Australia City East campus, East-End shopping and entertainment precinct, Royal Adelaide Hospital, Box Factory, Himeji Gardens and the Park Lands Trail and it connects to the Rugby Porter Bike Route within the City of Unley.

The Frome Street Bicycle Route has been identified as a low stress route, as it provides a good alternative to Pulteney and Hutt Streets, which both experience higher traffic and bus movements. It is for this reason that Council's interim *Bicycle Action Plan 2011-13* has identified this corridor as a priority for improvement, as it would attract new cyclists; retain experienced cyclists and fill-in an important missing link in the City's on-street bicycle network.

What we heard in April

In April 2012 we asked for feedback on design considerations for the Frome Street Bicycle Route. Some of the key issues raised included:

- 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 at Ely Place and Regent Street.
- Maintaining access to the Box Factory and properties along the corridor.
- Cyclists crossing at the Halifax Street intersection.



Frome Street Bike Route

Section A: Glen Osmond Road to Pirie Street

Your Say
Adelaide

Section A1: Glen Osmond Road to South Terrace

A 1. OPTION 1 Widen Existing Cinder Path



Key design elements:

- Provides a shared use path between South Terrace and Glen Osmond Road.
- Includes an improved pedestrian and cyclist crossing treatment at Glen Osmond Road.
- Widens the existing path past Himeji Garden to 3 metres, with cyclists directed around the arbour on the west side.
- Includes a pedestrian and cyclist refuge at the South Terrace intersection with Charlotte Street to facilitate safe crossings. This option involves restricting vehicle right turns from South Terrace into Charlotte Street.
- Loss of 5 car parking spaces to accommodate the proposed refuge on South Terrace.

A1. OPTION 2 New Path East of Himeji Gardens



Key design elements:

- Provides a new 3 metre wide bitumen sealed shared path to the east of the Himeji Gardens. The path is however less direct and some cyclists may continue using the existing path.
- Includes an improved pedestrian and cyclist crossing treatment at Glen Osmond Road.
- Includes a pedestrian and cyclist refuge at the intersection of South Terrace and Charlotte Street to facilitate safe crossings. This option involves restricting vehicle right turns from South Terrace into Charlotte Street.
- Also includes a pedestrian and cyclist refuge on South Terrace, adjacent to the new path, to facilitate safe crossings.
- Loss of 11 car parking spaces to accommodate the two proposed refuges on South Terrace.

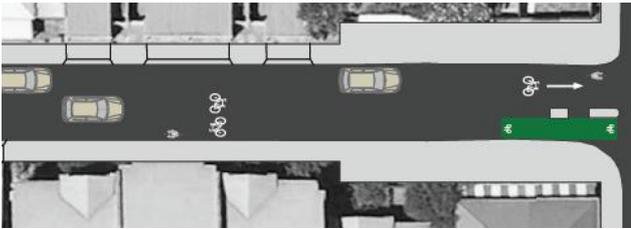
Frome Street Bike Route

Section A: Glen Osmond Road to Pirie Street

Your Say
Adelaide

Section A2: South Terrace to Carrington Street

A2. Contra-flow cycling in one-way streets



Key design elements:

Contra-flow cycling: Along the residential streets of Charlotte Street and Castle Street it is proposed to introduce contra-flow cycling access, as shown in the figure to the left. Contra-flow cycling access will allow cyclists to travel two-way in these one-way streets. On account of the low traffic volumes, slow speeds and constrained road width, it is proposed that cyclists share the road space with motorists. To improve the safety of cyclists, bicycle logos on the street and bicycle entry treatments would be introduced. The implementation of bicycle entry treatments will result in the loss of the existing landscaping at each end of Charlotte Street.

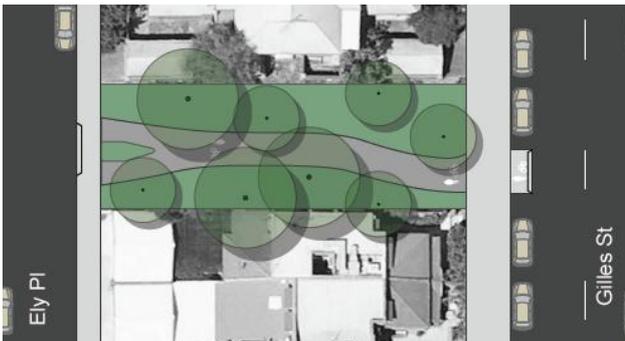
On-street parking in Charlotte and Castle Streets will be retained, however, in order to improve safety, the parking spaces will all need to be located on the same side of the street. This will result in 2 parking spaces at the northern end of Castle Street moving from the western side of the street to the eastern side.

Kerb protuberance: It is proposed that the small park located between Ely Place and Gilles Street will remain largely unchanged as shown in the figure to the left (middle). A kerb protuberance (build out of kerbing) is proposed on the southern end to encourage cyclists to slow down as they enter the park.

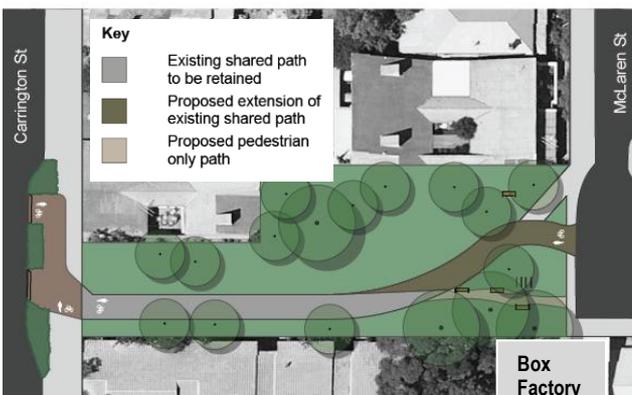
Continue to share road space: Along Regent Street it is proposed that cyclists continue to share the road space with motorists. However, to improve the safety of cyclists it is proposed to mark bicycle logos on the road and install a continuous footpath across the southern end of the street (at Halifax Street) to slow down both motorist and cyclist speeds as they enter.

New shared path and pedestrian only path: A minor change is proposed at the small park at Regent Street (Box Factory) as shown in the figure to the left (bottom). The changes include a new kerb ramp and path at the southern entrance, the removal of the existing kerb ramp and a narrowing of the existing path. This new path would be located further to the east, away from the Box Factory entrance. This will assist in slowing cyclists down through the small park, as well as minimising conflicts with people accessing the Box Factory.

A2. Small park at Ely Place



A2. Small park at Regent Street (Box Factory)



Frome Street Bike Route

Section A: Glen Osmond Road to Pirie Street

Your Say
Adelaide

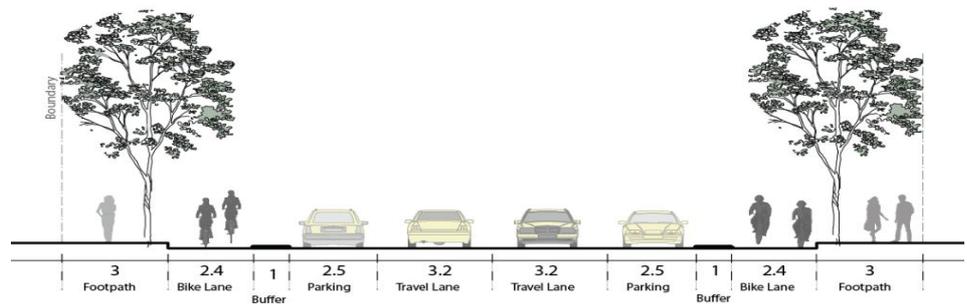
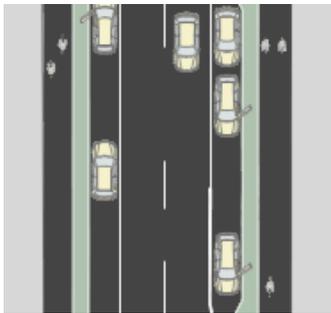
Section A3: Carrington Street to Pirie Street

Research has shown that many people want to cycle, and would cycle, if better connected and safer bicycle facilities were provided. As the Frome Street Bicycle Route is designated as a low stress route, the design options prepared between Carrington Street and Pirie Street have been developed to provide greater physical separation between cyclists and motorists.

Two design options have been developed. Both of the options provide wide bicycle lanes (between 2m and 2.4m in width), which will allow faster cyclists to overtake slower cyclists, while still remaining in the bicycle lane.

A3. OPTION 1

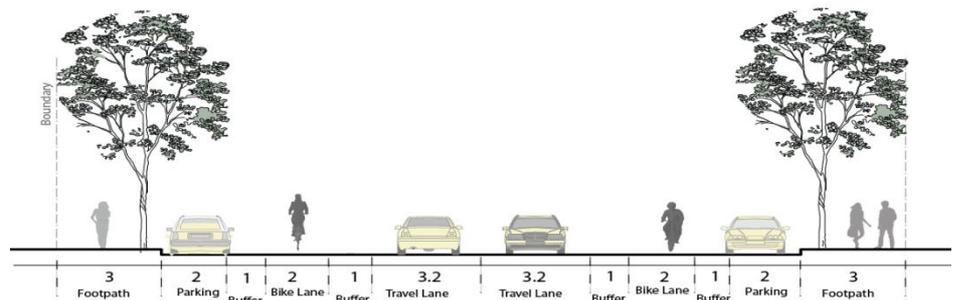
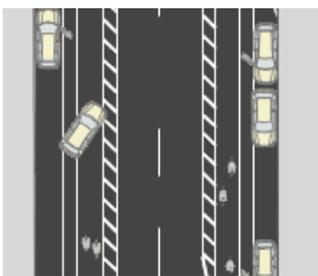
Kerb-side Separated Bicycle Lanes



Option 1 'Kerb-side Separated Bicycle Lanes' has bicycle lanes separated from traffic lanes by 1 metre wide buffer areas (which could be painted chevrons, bollards, concrete median, landscaped median, mountable strip or similar as shown in the figure 'Examples of types of treatments' on page 8) and a lane of parked vehicles. This option provides physical separation from both moving traffic and parked cars.

A.3 OPTION 2

Traffic-side Separated Bicycle Lanes



Option 2 'Traffic-side Separated Bicycle Lanes' has the bicycle lane separated from the traffic and parked cars by 1 metre wide painted buffers/chevrons on either side of the bicycle lane. This option does not provide the same level of physical separation as Option 1. However it still significantly helps to reduce the conflicts between cyclists and moving traffic and parked cars.

Impacts of Proposed Options for Section A3: Carrington Street to Pirie Street

Impacts on Traffic Movement

Both Options 1 and 2 involve the loss of a traffic lane in each direction of travel, reducing the traffic capacity of Frome Street between Pirie Street and Angas Street and Regent Street North from four to two lanes. The traffic volumes on these streets are relatively low, with 4,000 vehicles per day along Regent Street and 8,500 to 14,000 vehicles per day along this section of Frome Street. These traffic volumes can be accommodated within a single traffic lane in each direction, with minimal impact on the surrounding road network.

Impacts on Parking

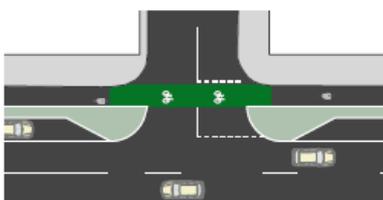
In order to create safe separated bicycle lanes and to comply with Australian Standards for the provision of on-street parking some changes to parking conditions will be required. The loss of on-street parking in Section A.3 is estimated to be 36 spaces for Option 1 (kerb-side separated bicycle lanes) and 29 spaces for Option 2 (traffic-side separated bicycle lanes). Refer to the figure under "Potential Loss of Parking Spaces" on page 9 for more detailed information on where the parking losses may occur.

Possible Intersection Treatments

The kerb-side location of the bicycle lanes in Option 1 changes the interactions between pedestrians, cyclists and vehicles at non-signalised intersections and therefore the design of these intersections needs to be carefully considered in order to ensure that the potential for conflicts is minimised.

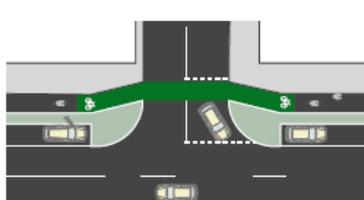
Three different treatments for non-signalised intersections will be considered (as shown in the figures below) depending on the characteristics of the intersection (such as traffic volumes, width and sight distances). These treatments and their suitability will be further explored during the detailed design phase.

Continue Over Intersection



Bike lanes continue over the intersection and vehicles store over the bike lanes to turn. Pedestrian movements remain unchanged.

Bend Out



The bike lane is 'bent out' to allow the vehicle turning movement to be split into separate stages.

Raised Platform



A raised platform space that would be shared by vehicles, cyclists and pedestrians.

Frome Street Bike Route

Section A: Glen Osmond Road to Pirie Street

Your Say
Adelaide

Additional considerations

Potential Landscaping Improvements

To improve the amenity of the street, opportunities for landscaping will be considered where possible as shown in the figure below.

Examples of types of landscaping



Potential Bicycle Infrastructure Treatments

For Section A3 Option 1, a 1 metre wide buffer zone is proposed between the footpath and parked cars. The type of treatment employed in the buffer zone will depend on issues such as safety, costing and amenity and could include, as appropriate, painted chevrons, bollards, concrete median, landscaped median or mountable strip as shown in the figures below.

Examples of types of treatments



Painted Chevrons

Bollards

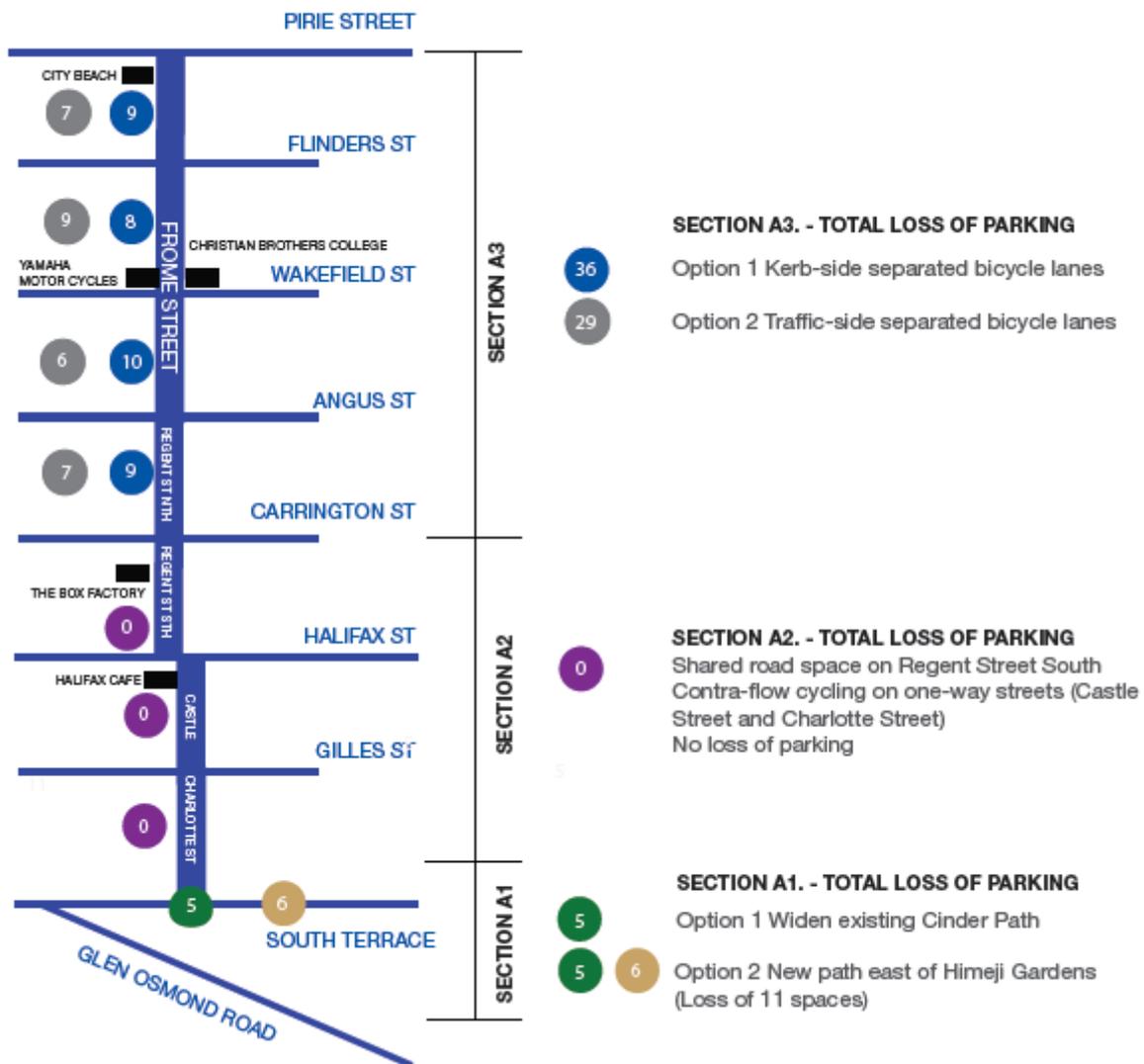
Concrete Median

Landscaped Median

Mountable Strip

Potential Loss of Parking Spaces

The Frome Street Bicycle Route will result in some loss of parking to achieve the desired safety outcomes from a cyclist, pedestrian and motorist perspective. The figure below illustrates the impact on the total number of on-street parking spaces based on the design options proposed for each Section. The designation of on-street spaces, including the location of loading zones, will be considered during the detailed design phase. It is intended that the existing number of loading zones will be retained within each local area.



Frome Street Bike Route

Section A: Glen Osmond Road to Pirie Street

Your Say
Adelaide

Feedback Form

Feedback closes 5pm, Friday 9 November 2012

This feedback form asks specific questions about the project and provides an opportunity for general comments regarding the project/proposal.

Name *

Address *

E-Mail *

* It is Council policy that for a formal submission to be received, it must include the submitter's name and residential address. Please note that all submissions will be made publicly available.

General

Q.1 How do you participate in City life? (You may tick as many as you wish)

- Worker Leisure and Recreation Shopper
- Visitor Student Resident
- Business Owner
- Other.....

Q.2 How do you travel in and around the around the City? (Select all that apply)

- I walk I cycle I catch the bus
- I catch the tram I take a taxi I ride my motorcycle
- I catch a lift with a friend I drive my car
- Other

Section A3

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

- a) Option 1 Kerb-side Separated Bicycle Lanes
- b) Option 2 Traffic-side Separated Bicycle Lanes
- c) Either option
- d) Unsure

Please comment:

Frome Street Bike Route

Section A: Glen Osmond Road to Pirie Street

Your Say
Adelaide

Thank you for your submission. Written submissions must be received by **Friday 9 November 2012**

Community Consultation

Frome Street Bicycle Route: Section A

GPO Box 2252
Adelaide SA 5001

Or

Email yoursay@adelaidecitycouncil.com

For all enquiries, please contact:

Name: Beth Thackray

Title: Project Officer

Phone: 08 8203 7437

Email: b.thackray@adelaidecitycouncil.com

Name: Anna McDonald

Title: Senior Transport Planner

Phone: 08 8203 7628

Email: a.mcdonald@adelaidecitycouncil.com