

# Consultation Summary - Frome Street Bikeway Stage 3

Attachment A - Section 1: Glen Osmond Road to Carrington Street - Top 10 topics

Your Say  
Adelaide

486 letters were sent to addresses along the bikeway corridor and discussions started on social media forums. The Your Say Adelaide web page recorded the following activity:

- 591 unique visitors, looking at over 1,639 pages
- 602 document downloads (400 Concept Design: Glen Osmond Road to Carrington Street; 202 Information Pack - Frome Street Bikeway)
- 31 surveys completed online

35 responses were recorded from all groups using all communication methods.

Rank	Number of times topic mentioned	Topic	Comment
1	9 (26%)	The bicycle contra-flow is unsafe	The traffic volumes and speeds are generally very low in the contra-flow streets. A stop sign and line will be provided at the junction of Charlotte Street and Charlotte Place, together with signs and road markings on Charlotte Street and Castle Street to warn motorists of the presence of oncoming cyclists. Parking will be staggered in Charlotte Street to reduce vehicle speeds. An education campaign will inform road users on the operation of the contra-flow.
2	3 (9%)	The Park Lands paths should be lit	Lighting will be provided for the Park Lands paths (including the small parks near Ely Place and the Box Factory).
3	3 (9%)	The Halifax Street crossing for cyclists is confusing	Additional bicycle road markings have been provided at the Halifax Street crossing to improve interpretation of the intersection. The eastern median refuge will no longer be used as a pedestrian crossing point.
4	3 (9%)	At road crossings motorists should give-way to cyclists	Priority crossings for bike riders (i.e. zebra type crossings) are generally not used in South Australia and unlikely to be accepted by the Department of Planning, Transport and Infrastructure in the short to medium term. However, a trial will be considered in the future.
5	3 (9%)	Pulteney Street should be improved for cyclists instead of Frome Street	Bike infrastructure improvements for Pulteney Street are being developed. Providing a separated protected bike lane would not be possible on Pulteney Street due to road space needed to accommodate buses.
6	2 (6%)	No rumble strips to slow bicycles	The rumble strips have been removed from the scheme. Standard signing and road markings will be used to warn bike riders and pedestrians of hazards.
7	2 (6%)	Expand the project to include other streets; Frome Road / Hutt Street / in North Adelaide / unspecified	The Frome Street Bikeway forms part of the north-south bikeways route extending through to the northern Park Lands and the suburbs beyond. To achieve this, the Bikeway will be continued along Frome Street to North Terrace, with bicycle contra-flows introduced in some streets in North Adelaide and additional Park Lands shared paths.
8	2 (6%)	Don't stagger the on-street parking in Charlotte Street	To achieve a speed reduction in Charlotte Street parking will need to be staggered. Currently parking is staggered on Castle Street resulting in much lower vehicle speeds than Charlotte Street.
9	1 (3%)	A 40 km/h speed limit should be introduced	A trial 40 km/h speed limit may be considered in the future pending the outcomes of the Hutt Street / South East trial.
10	1 (3%)	The traffic signals are inefficient / too slow	An assessment of the operation of the traffic signals along Frome Street will be undertaken.