

"May sustainable transport systems be at the heart of Adelaide's success as a people-friendly and environmentally responsible city."

Chris Liedig,

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Team Leader - Project Delivery.

City of Adelaide.

By email: wakefieldstreetscapes@cityofadelaide.com.au

Wakefield St Streetscape Project

Dear Chris

Thank you for the opportunity to comment on Adelaide City Councils proposals for the Wakefield St streetscape project. Bike Adelaide has been advocating for utility cyclists since 1974. We represent the interests of people who cycle to work, school, shops and for other daily activities. Our aim is to not only represent existing cyclists but to assist all levels of government in their aim of encouraging the significant proportion of the population who say that they would cycle if conditions were safe enough into active cyclists and protecting the safety of the cyclists who currently use our roads and other facilities. **In this second submission we seek to cover the technical aspects of our earlier submission.**

As an infrastructure renewal project, the Wakefield Street project is not sufficiently focused on the strategic value of cycling infrastructure in terms of the broader cycling network. For Bike Adelaide and the community we represent this is a critical consideration.

Victoria Square contains separated bicycle lanes and the Frome Bikeway is the only separated facility in the City. Wakefield Street extends between the two. Providing separated bike lanes along Wakefield Street from Frome Street to Victoria Square would be a significant step in connecting a major accessway into the city with two prime destinations, being Central Market and the civic/event space of Victoria Square. A separated east-west route through the eastern side of the City would also connect low-stress (i.e. low traffic volume, low traffic speed) north-south routes, such as the Louisa St/Cardwell St/Daly St route, which extends from the south Park Lands to Flinders St; or the numerous streets south of Angas Street that converge on Chancery Lane as the only low-stress north-south connection in the CBD between Victoria Square and Pulteney Street.

For the cycling community, or people who might take up cycling, the cycling facilities that are delivered as part of the Wakefield Street infrastructure renewal project are of high importance, as they will determine the safety afforded to cyclists and the propensity to cycle in this area for decades to come.

The absence of accurate information about proposed dimensions makes it difficult to respond to the consultation material, particular in relation to design adequacy. This is frustrating as widths are critical considerations in regard to the safety and performance of cycling infrastructure.

The "typical street section" seems to show angled parking, and hence the section of Wakefield Street from Pulteney Street to Hutt Street. The values shown for "parking, street trees & lights" (3.8m 'left' side, 4m

'right' side) + "bicycle lane" (1.5m) amount to 5.3m-5.5m. In comparison, the minimum facility widths (=parking + safety strip + bike lane) allowed by Austroads for angled parking follows.

Table 4.7: Bicycle/car parking lane dimensions (angle parking)

Parking angle (degrees)	Overall facility width (m)		
	45	60	90
Desirable	7.3	7.6	8
Acceptable range	7.1–7.8	7.4–8.1	7.8–8.5

Notes:

Measured from kerb face to the marked line defining the left edge of the traffic lane. These dimensions assume parked cars can overhang the kerb. An additional 0.6 m should be added where overhanging of the kerb is not possible (i.e. parking to a wall).

This facility should be constructed only where the speed limit is 70 km/h or less, but in general would be inappropriate where the 85th percentile speed is known to be significantly higher.

Source: Austroads (2016a) Table 4.20.

A total facility width of 5.5m would have even tidy parkers of either type occupying the bike lane. Indeed, under Australian Standard AS2890.5, the minimum distance from the kerb to a moving lane of traffic for even 45° parking is a minimum of 5.8m i.e. 5.5m simply could not meet the minimum standards even if no bicycle lane were present.

Assuming the proposed typical cross section is essentially the same as the existing in the angled parking section, and complies with Austroads guidance, we tentatively propose that the figure of 3.8m given in the plan is intended to be 5.8m and 4m should be 6m, giving a more reasonable facility width of 7.3m-7.5m and total street width of 31.8m

The values given in the cross-sectional plan total 27.8m. As a cross-check, Google Earth gives a kerb-to-kerb width of about 27.5m between Victoria Square and Pulteney Street and east of Hutt Street, but 32-33m between Pulteney Street and Hutt Street. This implies that for the angled parking area, the actual cross section may be up to 1m wider than the width we have used.

Assuming that the parking is in fact parallel and the cross-section represents Victoria Square to Pulteney Street, 3.8m-4m is an extremely wide parallel parking zone compared to a minimum requirement for parallel parking of 2.1m if a bike lane is provided adjacent to it (2.3m-2.5m otherwise).

While a scale bar is provided on the concept design plan, this suggests that the kerb-to-kerb width of Wakefield Street is less than 20 metres. This does not point to an obvious scale factor error. Nor does the scale bar seem to be accurate in terms of distances along the street. We have also noticed that some of the angled parking differs in amounts to that actually on the street.

Our feedback is provided in this context.

Continuous footpaths benefit both pedestrians and cyclists, however the illustrated treatment is not a continuous footpath but a raised threshold. The key difference is that a continuous footpath is a road-related area under the Australian Road Rules, at which vehicles must yield to pedestrians. Overseas, such treatments have been found to roughly halve the pedestrian crash risk and reduce the risk to cyclists using adjacent separated bike tracks by far more - a result that could be expected to similarly apply to nearby bike lanes, in this situation. In contrast, threshold treatments are part of the road environment, at which pedestrians are required to yield to vehicles. This can create confusion and the SA guidance has been to apply these carefully, due to the possible increased crash risk to pedestrians. ACC has many of both treatments in the CBD, we urge ACC to ensure that continuous footpath treatments are installed rather than raised thresholds refer to NSW RMS' design guidance for reference.

While cyclist crossings of medians are much appreciated, we would like to see design details that differentiate these from pedestrian crossings, for reasons of cyclist safety and convenience. Crossings that are provided at road level through medians tend to accumulate road debris. This is a hazard for cyclists. The raised kerb is a pedal strike hazard that reduces the effective path width for cyclists. For these reasons, we

urge that crossings are instead provided as paths over the median. Such path-style crossings also slightly elevate the user, which is helpful for cyclists, enhancing their visibility. We also note that apart from cyclists crossing directly over from side streets, cyclists using Wakefield St may want to turn right into such crossings. Due to the difficulty of managing this manoeuvre from the left hand side of the road, many cyclists will instead move into the right hand lane, "claim the lane" by positioning centrally and then turn right. (The Australian Road Rules acknowledges the legitimacy of such manoeuvres by exempting right-turning cyclists from the rule that cyclists must use a bike lane if one is provided.) The crossings should be provided with a splay to allow right turning cyclists to access the crossing conveniently. For design reference, Austroads Part 6A would require a 2m splay in the similar situation, where cyclists are turning right from a bike path into another bike path.

Pulteney Street to Victoria Square

General length

Proposal: widened bike lanes

The proposed widened bicycle lanes are a missed opportunity, to the extent of representing a simple failure to understand how to provide for cyclists. As such, we oppose this proposal. Our design feedback follows.

We have already raised the problem of a lack of reliable information on the proposed cross-section. It is not clear how much the bike lanes adjacent to car parking are intended to be widened – particularly as the existing cross-section is not provided.

We note that the proposal does not indicate inclusion of clearance (or safety strip) between the bike lane and parallel parking. The safety strip is a zone that allows for car door to open without impinging on the bike lane. For on-street bike lanes adjacent to kerbside parking, good practice is to mark the safety strip adjacent to parking, to encourage cyclists to avoid this area; as per Figure 4.4 of Austroads' Cycling Aspects of Austroads Guides (AP-G88-17), reproduced below.

Figure 4.4: Typical bicycle/car parking lanes layout (parallel parking)

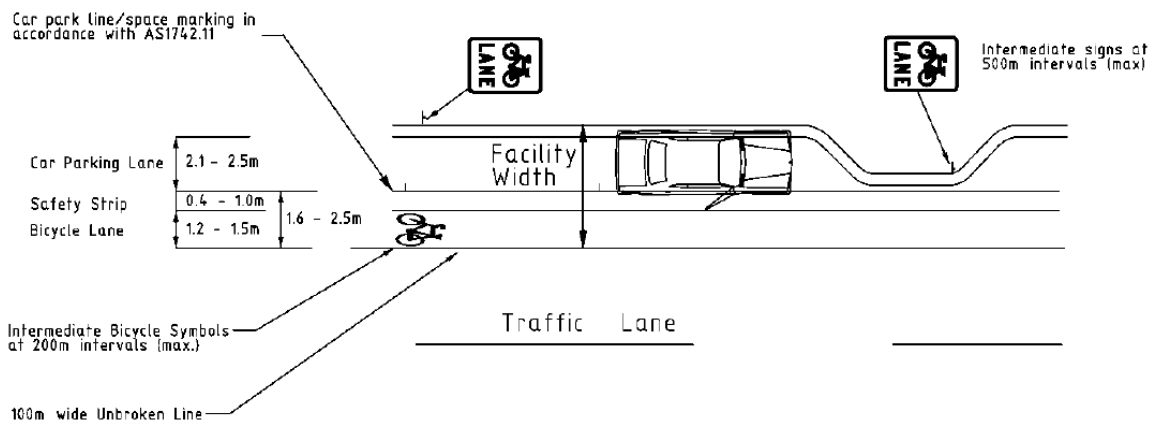
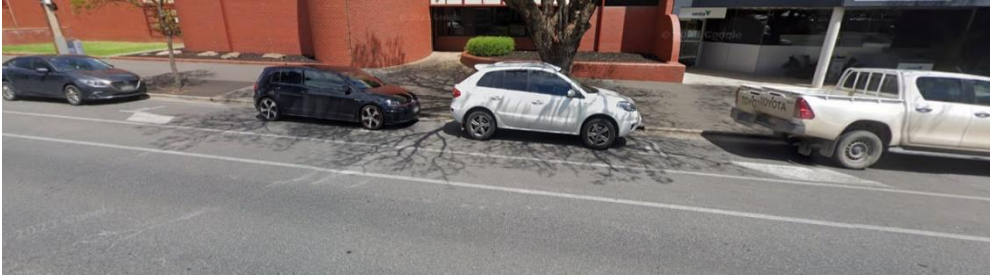


Figure 4.5 of AP-G88-17 shows safety strip marking on both sides of the bike lane; an excerpt is shown below, illustrating one means of marking the safety strip between parked cars and the bike lane proper:



In fact, the existing Wakefield Street bike lanes – which would be a minimum 1.6m adjacent to parallel parking – already feature (admittedly too sparse) chevron line marking of the safety strip:



The advice provided by Austroads with Figure 4.5 is that “Where sufficient width is available within a carriageway it is desirable to provide a safety strip between the traffic lane and bicycle lane as shown in Figure 4.5.”

The proposed bike lane widening fails to respond to this Austroads guidance. Instead of using the generous carriageway width to mark a safety strip that would improve cyclist safety by increasing separation to moving traffic, this has been allocated to parallel parking (3.8m-4m) or a median (4m), neither of which will improve safety for any road users with the existing safety strip marking deleted.

Given the generosity of the carriageway width in Wakefield Street, there is ample opportunity to provide a much higher standard of separation (and hence safety) for cyclists at little additional cost. For this reason we do not support the bike lane widening proposal.

Our preference: separated bike lanes

Bicycle lanes separated from traffic offer higher safety and amenity for cyclists, and have been found to not merely provide for existing cyclists but to result in more people cycling, more often.

Between Victoria Square and Pulteney Street, bike lanes could and should be separated, by being placed adjacent to the kerb, with parking on the road side of the bike lane. In this treatment, cyclists are protected from moving traffic (‘buffered’) by parking.

Buffered bike lanes are safer for cyclists not only because they separate cyclists from traffic. Car doors opening into cyclists (dooring) is a significant hazard that has resulted in fatalities in Australia where doored cyclists have been thrown into the path of moving traffic.

Given that in Adelaide, the average car occupancy is 1.1, only about 1 in 9 vehicles will have a passenger who might open a door into a cyclist – compared to 1 in 1 for drivers. And if a dooring does occur, a fatality is unlikely as cyclists will not be thrown into traffic. Further, between Victoria Square and Gawler Place, where there are only three parallel parking spaces on the north side and five on the south side, there is clear opportunity away from the parking for a kerbside lane to be wide enough to allow passing within the bike lane and still be buffered from traffic. This also applies in other parts of this section of Wakefield Street, as the parallel parking is reasonably sparse.

Also, bike lanes provided on the traffic side of on-street car parking are affected by parking manoeuvres. Cars entering or exiting spaces do so by crossing the bike lane. In Adelaide, drivers seeking parking (or making/answering phone calls, checking navigation, or searching on their mobiles) will often pull into the bike lane to sit outside the traffic lane. This obliges cyclists to enter the moving traffic lane in order to pass waiting cars. Buffered bike lanes separate cyclists from parking manoeuvres and the bike lanes are never blocked by waiting drivers.

For these reasons, separated bike lanes are our preferred treatment.

From the approximate cross-sectional width we have been able to deduce, it appears that there is no shortage of space available in this section of Wakefield Street for a separated bike lane treatment. A desirable cross-section, based on a width of 27.8m, would be:

- Bike lane, single direction allowing for passing within the bike lane: 2.8m
- Safety strip between the bike lane and parking: 0.6m – a physical separator ensures that vehicles do not drive in the bike lane
- Parallel parking: 2.6m
- Kerb-side travel lane: 3.3m
- Median-side travel lane: 3.1m
- Median: 3.4m

Apart from the benefit to cyclists of such a treatment, these separated bike lanes would push moving traffic further from the kerb and improve the footpath amenity for pedestrians and users of outdoor dining.

In terms of treatment detail, the Frome Bikeway is one example of a separated treatment, with a continuous solid separator. Three examples follow, from Melbourne, with discontinuous separators:



Overseas, lower height separators have also been used:

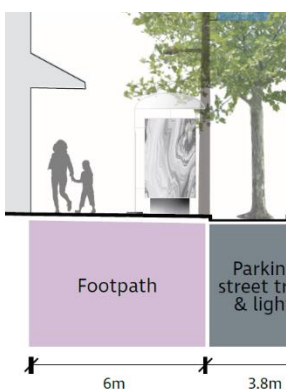


These offer opportunities for delivering a higher urban design quality, but these need to be carefully considered in terms of trip hazards, hazard level to cyclists if they fall and cost implications.

Discontinuous separators are (much) cheaper than continuous separators – especially when these affect drainage – which may be desirable for this infrastructure renewal project. Nonetheless, the design should be future-proofed for a continuous physical separator, which would typically be 1m wide. A continuous separator would be facilitated in our proposed cross-section by combining the 0.6m safety strip width with up to 0.2m taken from the bike lane, 0.3m from the parallel parking and 0.2m from the kerb-side travel lane. As a physical separator can be as little as 0.75m wide, this provides some flexibility in the future design decision.

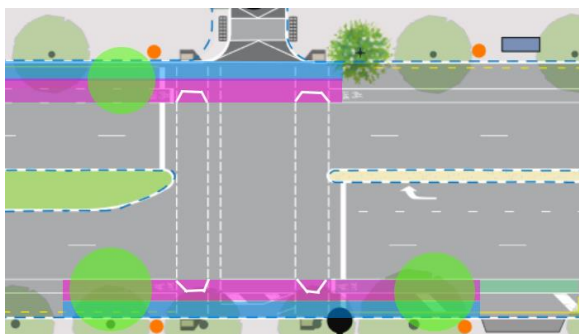
This allowance also provides an opportunity to plant street trees at the ends of parallel parking, as an attractive form of discontinuous separator. The tree type, specimen selection and/or maintenance would need to ensure that plantings did not intrude into the cycling space.

Our proposed layout needs to change near bus stops to facilitate continued bus servicing. All bus stops in this section of Wakefield Street are in locations where on-street parking is not permitted. A good option would be to provide a kerb extension for bus loading, with the bike lane continuing as a narrower (say) 1.6m bike path over the kerb extension. The bus stop/ loading area could be provided using the remaining bike lane width (1.2m) + safety strip (0.6m) + some (0.5m) to all (2.5m) of the parallel parking width, to create an area that can host a bus shelter, removing the impact of shelters on the footpath. This impact is evident in the “typical cross section”:



The narrower stop/ loading area option would, in conjunction with the wide kerbside travel lane, allow vehicles to pass a stopped bus, but creates the risk that cyclists’ view to passengers is restricted by the shelter. The wider stop/ loading area option would maintain visibility but not allow vehicles to pass a stopped bus.

A separated bike lane also opens up other possibilities to improve the streetscape. At Gawler Place, a bike lane + footpath section could be constructed where there is no parallel parking – as following (blue= bike path, pink = new footpath). This would allow cyclists to bypass the Gawler Place lights, improving their convenience; reduce the crossing distance for pedestrians, improving convenience and safety; and provide an opportunity for additional greening (and shade). The design should transition to the bus stop kerb extensions on each departure side of the junction.



Similarly, parking is not permitted on the departure side at Victoria Square, to allow buses to pull into the kerb to service the bus stop on the northern side. Providing bus stop servicing via a kerb extension would enable the northern footpath to be widened, reducing the north-south crossing distance for pedestrians. In conjunction with a reduced median width, this would also give a straighter alignment for eastbound vehicles travelling from Victoria Square to Wakefield Street, compared to the current deflection northwards.

Planting additional street trees in the carriageway between parallel parking spaces (on the road side of buffered bike lanes) and in bus stop kerb extensions could visually reduce Wakefield Street's width and add greening, plus shade the bitumen – reducing its heat island effect. The perception of a narrower road would assist in reducing vehicle speed, in keeping with Wakefield Street's role as a CBD street. This would also serve as a visual cue to this section being a high pedestrian area on the approach to the major event space of Victoria Square.

Intersecting streets (west to east)

Victoria Square

Eastbound bike lanes should be adjacent to the kerb, with protection – subject to stop servicing design. Westbound lanes should be adjacent to the kerb with signal protection from left turners (by holding the left turn signal while cyclists proceed, and/or allowing cyclists to proceed with buses).

Gawler Place

Gawler Place is (or should be) an important route for cyclists due to the lack of alternative low-stress, continuous north-south routes through this part of the CBD. Bike Adelaide strongly advocates for contra-flow cycling in Gawler Place and refer ACC to recent guidance prepared by CWANZ regarding contraflow cycling in one-way streets. This includes safety analysis and design provisions, and note that Austroads has committed to include this in its next walking/cycling update. We also note that the northern section of Gawler Place has been downgraded for car access in preference to shared use, which is in keeping with our philosophy.

In this context, the extension of the western kerb line is not compatible with contraflow cycling and we do not support this.

Chancery Lane

Congratulations on making it two-way.

If conversion to two-way is not supported in the community consultation, Bike Adelaide would strongly advocate for allowing two-way cycling in this critical link in the cycling network, via contraflow cycling. Apart from providing a formal contraflow lane, a signage/logo-only approach is supportable for low speed, low volume streets – as per CWANZ’s recent technical note.

The median crossing for cyclists doesn’t line up with cyclists coming along the left-hand side of the lane. Align further west.

Divett Place

The extension of the western kerb line creates a squeeze point for cyclists using Divett Place. We do not support this.

Pulteney Street

This is a large intersection and, as such, could host a protected intersection treatment. Such a treatment puts the bike lane in a protected position adjacent to the kerb, eliminating the need for left turn vehicles to cross over the through cyclists using the bike lane; and with cyclist right turns undertaken with traffic in a manoeuvre similar to a hook turn rather than as for vehicular traffic.

Bike Adelaide notes that the ACT government has recently incorporated protected intersection design into its guidance and that similar designs are being implemented around Australia. This should be now considered as desirable Australian practice rather than an untested innovation and we strongly urge Council to implement this design philosophy as part of the infrastructure renewal.

The main elements of a generalised layout for Pulteney/ Wakefield intersection are shown following. Cyclists have a stop point in advance of the vehicular stop bar (dark blue dotted lines) and protection from traffic via splitter islands (yellow). The space for this is achieved by relocating the bike lane to the kerb side (light blue) and reapplying the minimum turn radius to a traffic lane that is now located further from the kerb. Design details include ensuring that the cyclist travel path is smooth and easily negotiable, and pedestrian signal call buttons within cyclist reach (or automatic pedestrian signal call).



Pulteney Street to Frome Street

General length

There appear to be no particular improvements to cyclist safety or amenity proposed in this section. We feel that this is a missed opportunity, in terms of extending the protected bike lane network and linking to the Frome Bikeway.

Our preferred option: separated bike lanes

Bike Adelaide believes that separated bicycle lanes could be provided between Frome Street and Pulteney Street at a cost to car parking in the order of half a dozen spaces, by either:

- changing the angled parking on the southern side to parallel, and reallocating the remaining road space; or
- changing the angled parking on the northern side to parallel, and reallocating the remaining road space.

The surprisingly small quantum of loss in parking is due to the parallel parking being offset from the kerb, allowing this to be provided adjacent to street trees whereas angled parking can only be provided between street trees.

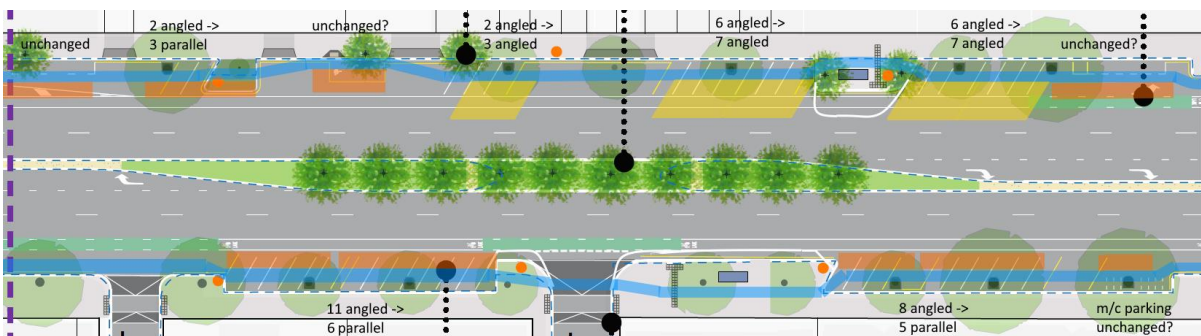
We argue that this small loss of parking is acceptable compared to the significant improvement to cyclist safety and amenity that separated bike lanes bring, and the network benefits of linking separated facilities to the Frome Bikeway as the City's only separated north-south route – which includes encouraging increased levels of cycling in a way that unseparated facilities do not.

While aimed at cyclists, our preferred design would also remove the front overhang of angled parking, increasing the usable footpath width and increasing pedestrian amenity – particularly if signage were also located off the footpath, as would be facilitated by our concept. The reallocation of space also reduces the walking crossing distance – a further safety and amenity benefit for pedestrians.

Our concept layout for the two options follow. Here, blue= buffered bike lane, orange= parallel parking, yellow= angled parking. Bus stop kerb extensions have been adjusted. Remaining features (median, lane lines) have not been adjusted to reflect design requirements. The estimated impact on parking is shown in black, with some degrees of uncertainty. For reference, a 60° angled parking space has a minimum width parallel to the kerb of 2.9m-3m (depending on the type of use it's designed for.) Widths will often be slightly wider as the width of a partial space gets reallocated amongst a stretch of full spaces. A parallel parking space has a minimum length parallel to the kerb of 6m if the ends are enclosed – for example, between adjoining spaces or square kerb extensions – or 5.4m if the ends are open – e.g. next to a driveway, or if the adjoining kerb extension is chamfered at 45° to allow turning movement. Hence every two angled spaces can be replaced with a parallel space, as a general rule.

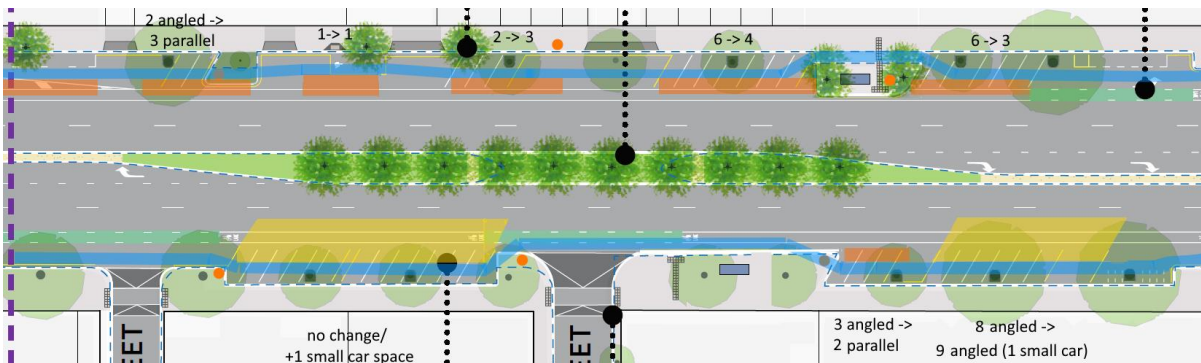
These concepts are based on an assumed cross-section width of 31.8m, which needs to be verified but appears to be conservative compared to an actual width of 32m-33m. The diagrams are conceptual only, particularly given uncertainty in how well the cross-sectional features correspond to actual measurements.

South side changed to parallel:



The biggest technical constraint is dealing with the bus stop adjacent to Cypress Street (or the street trees also occupying the kerb protuberance.) We believe this is manageable, but will require precise detailing in regard to the continuous footpath treatment across Cypress Street.

North side changed to parallel:



In terms of the design elements that have informed this, the first step is converting the (nom.) 7.3m facility width to a buffered bike lane:

- street tree trunks are located within some 2m of the kerb – hence a 2m clearance zone has been adopted (assuming that the concrete kerbing around the trunks is removed). This zone could be converted into footpath in the longer term, but retaining some 0.5-1.0m of this as buffered bike lane width allows cyclists to pass others within the lane. New street trees could also be planted in this zone rather than within the existing footpath width – but should be in a planting zone within 1m of the kerb, to prevent these creating additional squeeze points
- angled parking is replaced by 2.4m parallel parking (=minimum 2.1m parking width + 0.3m extra clearance to traffic). Near Frome Street, separation to the traffic lane should be provided at the eastern end of the parallel parking, e.g. using a flexible post
- travel lanes as per the “typical cross section”, 3.2m kerbside and 3.1m median-side
- a squeeze point width of 1.5m for the buffered bike lane past street tree locations and up to 2.5m elsewhere – this includes width for cyclists to avoid (passenger) dooring and enables passing between squeeze points
- extend the existing kerb protuberances that host bus stops to suit, and provide the bike lane as a narrower 1.6m path behind the bus stop.

This leaves 1.4m to be reallocated to a buffered bike lane on the other side, as well as:

- reducing the median to the minimum for turn lanes and tree plantings (3m) – freeing 1.4m
- taking 0.1m from each of the 3.2m traffic lanes – freeing 0.2m
- distance from the front of 60° parking to a moving lane of traffic, with no rear bike lane, of 7.2m – freeing 0.3m from the nom. 7.5m. (This could be reduced to 6.9m if short term parking is assumed and as Wakefield Street is in a 50km/h rather than 60km/h speed zone, freeing an additional 0.3m.)

This gives a nom. 3.4m adjacent to the kerb in which to provide a buffered bike lane on the southern side. However, the coincidence of tree trunks – again, up to some 2m from the kerb – and front overhang of angled parking – nominally 0.6m but actually closer to 0.5m, and controlled by wheel stops – gives rise to a potential squeeze point width past street trees of 0.8m. This is clearly inadequate, but only occurs at street tree locations.

For the three street tree locations on the northern side of Wakefield Street, these should be marked as small vehicle spaces, with a depth of 5m compared to 5.4m for a standard space. With the wheel stops adjusted to suit, this would remove the overhang, giving a squeeze point width of 1.4m – which is tolerable in the absence of dooring potential.

For the four street tree locations on the southern side of Wakefield Street, from west to east:

- The first is not wide enough to be an angled parking space. Continuing to exclude this as a parking space would be appropriate and eliminate the overhang (and hence squeeze point.)
- The second is closer to being wide enough to serve as an angled parking space. This could be examined for marking as a small vehicle space
- The third is west of a bus stop. To maintain bus servicing, it is proposed to convert three angled parking spaces to 1 parallel – including a street tree location with adjacent fire plug, and noting that the tactile pad is incorrectly shown as being east of the bus shelter when it is to the west of the bus shelter. As parallel parking could replace a 0.6m overhang issue with a 0.4m (passenger) dooring hazard, the length of parallel parking is limited to prevent this – but it could be argued that another parking space could be provided, as the reduced parallel parking hazard is a more minor problem than the overhang issue
- The last street tree location is wide enough to be an angled parking space. This can be marked as a small vehicle space.

It is also possible to risk-manage the squeeze point issue. As alluded to previously, 0.6m maximum front overhang translates in 60° parking to a nom. 0.5m intrusion into the adjacent area, as follows.



As cars are not (usually) perfect rectangles, the actual intrusion is slightly less – the sharp corner is cut off. Given that: the tree trunk does not occupy the full width of a car park space; the 2m allowance is nominal; and the front overhang intrusion probably wouldn't line up with the adjoining tree trunk, the overhang risk is likely low. Similarly, an accurate measurement of street cross-section could reveal additional width that removes the potential intrusion. Accurate measurements should be undertaken to verify the squeeze point risk, potentially allowing small car spaces to be marked as regular spaces, and/or an additional parallel car parking spaces to be provided.

Intersecting Streets

Frome Street

As at Pulteney Street, we believe that there is sufficient space to provide a separated intersection treatment, with the difference that some of this treatment would overlap (in a compatible way) with the Frome Street bikeway.

Frome Street to Hutt Street

General length

As with the previous section, there appear to be no particular improvements to cyclist safety or amenity proposed in this section.

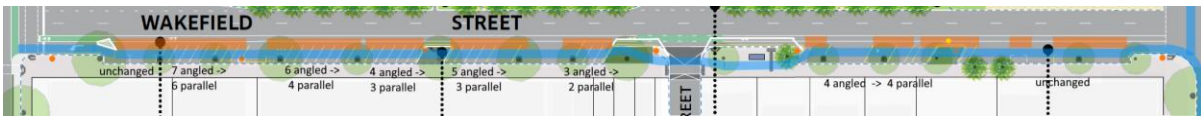
Our preferred option: separated bike lanes

In this case, changing the angled parking to parallel would result in a loss of 6 out of 34 spaces on the south side and 10-12 out of 39 on the north side, on the basis of the following.

North side.



South side



As such, the preferred option to minimise parking loss would be to convert angled parking to parallel on the south side of Wakefield Street. This then implies that the same layout should be provided between Pulteney Street and Frome Street.

Daly Street

The extension of the western kerbline creates a squeeze point for cyclists using Daly Street – part of a longer low-stress north-south route that stretches from Gilles Street to Flinders Street. We do not support this. While the Frome Bikeway provides a low-stress route, cyclists coming from the east would have to travel past Daly Street in order to access this and there is no good reason to inconvenience or reduce the safety of cyclists in Daly Street.

Hutt Street

As with other major intersections, a protected intersection treatment should be provided at Hutt Street.

We hope this feedback is viewed positively and assists you in achieving a suitable outcome for all users of Wakefield St. We consider our concepts make a valuable contribution to a provision of a safe east-west connection in the Adelaide CBD for cyclists, and factors in a possible future increased need by electric scooter users. We appreciate the effort the Council has invested in the design process to date and are grateful for the opportunity to collaborate with you to increase the benefits of the project.

Kind regards

Stephen Janes

On behalf of the Bike Adelaide Committee