

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

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09 August 2023

Flinders St Streetscape Project between Pulteney St and Hutt St

Bike Adelaide wishes to submit this contribution for consideration as part of the public consultation on the proposed streetscape project on Flinders St (between Pulteney St and Hutt St). Specifically, we wish to make expressly clear that we support Option 3 as the most suitable option for improving pedestrian and cyclist safety and amenity.

We further wish to express that Option 1 and 2 offer only minor improvements which too closely replicate the existing conditions. In that regard these options do not contribute to achieving the City of Adelaide's stated strategic aims of being a sustainable, carbon neutral city, a walkable city, a cycling city or a city that is accessible and inclusive. Consequently we do not support Option 1 or 2 for this project.

We commend the project team for their design principles of reconfiguring the road, prioritising safety, maximising space for people and improving greening. Commensurate to our comments above, only Option 3 adequately addresses these design principles, such that Option 1 and 2 do not achieve design principles 1, 2 or 3.

Observed vehicle numbers outside peak times do not suggest a need for two permanent lanes in each direction. This is reflected in the Frome St Bikeway Evaluation and Analysis delivered in the CEO briefing on 08 October 2015 where Flinders St does not appear to exceed the threshold of vehicles to justify maintaining two lanes in each direction. This approach is incongruent with recent developments introducing new residents, hotels and hospitality venues to the precinct which will increase the need for pedestrian spaces and crossings. The rule of induced demand dictates that increasing traffic lanes invites more traffic. Noting that Flinders St does not continue through the Park Lands (to the west or the east) and carries far lower volumes of traffic than Wakefield St, it is ideal for conversion to peak-only lanes. As with Frome St, the change will encourage travel by other modes, or by other routes, creating a more pleasant street to live, dine, socialise and conduct business.

Given the similarity of Option 3 to Frome St, that design has proven to be effective over eight years. The 2015 Frome St Bikeway Evaluation and Analysis also demonstrated:

- a reduction in vehicle volumes but increase in cyclists, and no increase of cars on surrounding streets.
- a reduction in the frequency of motor vehicle crashes and casualties.
- a reduction in the frequency of collisions between motorists and cyclists.
- a reduction in average motor vehicle trip times on Frome St.
- notable increase in average daily users of Frome St.
- large increase in cyclists during Clipsal 500, indicating a preference to cycle during periods of road closures.

Relating to Frome St, Bike Adelaide has also observed over that time:

- increase in number of school students cycling into the city.
- generally amicable behaviour between cyclists and pedestrians when pedestrians are in bikeway.
- no major reported collisions or injuries between pedestrians and cyclists.
- high compliance of use of hotel drop-off bay.
- low pedestrian compliance of using footpath at intersections ie standing in or blocking bikeway at traffic lights.

- generally good compliance of left-turning motorists giving way to bikeway
- generally poor compliance of right-turning motorists giving way to bikeway.
- high compliance of residents using allocated bin spaces.
- e-scooter riders preferring to use the bikeway instead of the footpath.

And generally observed in the city:

- increase in rates of cycling over the last 12 months.
- increase in cargo bikes used in the city, especially to access Central Markets and carry children.
- lack of suitable storage and on-street facilities for locking cargo bikes.
- lack of spaces near bike infrastructure to allow seamless access from the bikeway to bike racks on footpaths.
- increase in use of private e-scooters and adoption of commercial e-scooters.
- increase in city population and return of international students.
- generally short periods of congestions on Flinders St at peak times.



Existing Frome St Bikeway pedestrian crossing invites safe interaction between cyclists and pedestrians, with no reported collisions or injuries we are aware of. Narrowing the path encourages slower movement and clear zebra crossing markings indicate pedestrian priority, using the existing, well-known visual language attributed to zebra crossings.

Additionally, the design for Frome St maintains on-street carparks and peak traffic lanes, maintained property access, including to hotels, a motor workshop and a multi-level carpark. The design has been an outstanding success accommodating multiple land uses, user types and road uses. With the above improvements achieved being marginal, the benefit can only be compounded by continuing the design for other streets to support cycling and walking, and traffic calming.

From Bike Adelaide's assessment, we support Option 3 for Flinders St as it provides:

- safe and direct cycling and walking links to the Hutt St precinct, developing Flinders St precinct, Park Lands, eastern suburbs, and incremental improvement of access to city employment and commercial core.
- direct access to schools (especially Christian Brothers College) for students.
- safe and direct connection to the existing Frome St Bikeway, and thereby connections to North Terrace cultural boulevard, the Torrens Linear Trail and into city south.
- safe route between Unley and Norwood (and beyond) by linking the Porter-Rugby Bikeway to King Rodney Park and the William St bicycle route.
- pedestrian priority crossing at sidestreets with raised thresholds.
- new protected pedestrian mid-block crossings, improving local access to residences and businesses.
- opportunities for e-scooter riders to use a separated bikeway instead of footpath.

Bike Adelaide does not support Option 1 or 2 as suitable alternatives to Option 3. We have taken this position due to:

- not addressing the danger to cyclists by riding behind 45 degree parking, where motorists cannot see or do not check before reversing.
- dangers to cyclists from motorists pulling into 45 degree parks suddenly or without indicating in front of a cyclist.
- bicycle turn lanes between through-lanes and left turn lanes sandwiches cyclists between two lanes of traffic moving at much faster speeds (10-20kph vs 40-50kph).
- vehicles queuing for left turn lanes regularly block bicycle lanes at interactions, forcing cyclists to weave between cars or stand behind cars inhaling exhaust.

We wish to suggest the following considerations for improvement in the detailed design of Option 3:

- raised thresholds for pedestrians should be designed as continuous footpaths, ensuring clear right-of-way for pedestrians through footpath design treatments of the surface, or paintwork to indicate pedestrian priority eg Goodwood Rd murals, Chesser St murals, or Wellington St Bikeway (below).
- improved signal sequences at the Hutt/Flinders intersection, allowing longer signals for cyclists to approach and cross the intersection.
- automated cycle advanced signals at intersections to allow cyclists opportunities to make right turns at intersections to connect with Frome St Bikeway, Hutt St and Pulteney St from Flinders St (and vice versa).
- extending pedestrian crossing signal duration to accommodate increase in pedestrian traffic and avoid lengthy waiting times, especially considering the large number of school students which travel the corridor.
- clearer delineation between footpath and bikeway at intersections to avoid pedestrians standing in bikeway and blocking cyclists.
- explore opportunities for bike racks/hoops off the footpath to allow direct access to and from the bikeway without mounting kerbs (see below, Wellington St Bikeway, City of Yarra).
- relocation of parking meter facilities to reduce people crossing bikeway multiple times to pay for parking and return to vehicle.
- anticipate future use of the bikeway by e-scooters and design appropriate access to the bikeway from the footpath by e-scooters, and consider e-scooter parking spaces on the footpath or in spaces similar to Wellington St Bikeway (below).



Wellington St Bikeway, City of Yarra demonstrates the efficacy of a simple, understated design with kerb-separated paths, bitumen treatment on the bikepath, visual disruption at crossing points and at-grade bike racks, directly accessible from the bike path without mounting kerbs or taking space away from the path.

Bike Adelaide firmly believes that only Option 3 is adequate to address the project's stated aims and design principles, and is the only design which is consistent with the City's stated aims for being a sustainable, carbon neutral, walkable, cyclable, accessible city. It is a sensible project that makes pragmatic changes to the allocation of street space which is fair to all road users and affording everyone utility and safety. It is vital that Council support safe streets that operate at a human scale and accommodate people as priority if it is to be a desirable place to live, work, visit and do business.

We trust you will consider our comments in good faith.

Regards,

Committee of Bike Adelaide
