



COUNCIL AGENDA & REPORTS

for the Special meeting

Tuesday 23 March 2021
at 5.00pm

in the Colonel Light Room,
Adelaide Town Hall



Members - The Right Honourable the Lord Mayor, Sandy Verschoor (Presiding)
Deputy Lord Mayor, Councillor Couros
Councillors Abrahimzadeh, Donovan, Hou, Hyde, Khera, Knoll,
Mackie, Martin, Moran and Simms.

1. Acknowledgement of Country

At the opening of the Special Council Meeting, the Lord Mayor will state:

'Council acknowledges that we are meeting on traditional Country of the Kurna people of the Adelaide Plains and pays respect to Elders past and present. We recognise and respect their cultural heritage, beliefs and relationship with the land. We acknowledge that they are of continuing importance to the Kurna people living today.

And we also extend that respect to other Aboriginal Language Groups and other First Nations who are present today.'

2. Acknowledgement of Colonel William Light

Upon completion of the Kurna Acknowledgment, the Lord Mayor will state:

'The Council acknowledges the vision of Colonel William Light in determining the site for Adelaide and the design of the City with its six squares and surrounding belt of continuous Park Lands which is recognised on the National Heritage List as one of the greatest examples of Australia's planning heritage.'

3. Apologies and Leave of Absence

Nil

4. Reports for Council (Chief Executive Officer's Reports)

Strategic Alignment – Thriving Communities

4.1. East-West Bikeway [VS2020/7596] [Page 2]

Strategic Alignment – Enabling Priorities

4.2. Community Land Revocation – James Place Public Toilets [2020/00594] [Page 154]

5. Closure

East-West Bikeway

ITEM 4.1 23/03/2021
Council

Strategic Alignment - Thriving Communities

Program Contact:
Matthew Morrissey, Associate
Director, Infrastructure 8203 7462

VS2020/7596
Public

Approving Officer:
Klinton Devenish, Director
Services, Infrastructure &
Operations

EXECUTIVE SUMMARY

The City of Adelaide has partnered with the State Government of South Australia to build two separated bikeways through the city, one from north to south and the other from east to west. Council has entered into a funding deed with the State Government, which allocates \$12 million to the two projects, \$6 million each from the State Government and Council.

The East-West Bikeway project is listed as a key action within the Strategic Plan 2020-2024 and will assist us in meeting our stated aim of becoming a safe, affordable, accessible, well-connected city for people of all ages and abilities, and all transport modes. The East-West Bikeway project seeks to ensure a proper balance between economic, social, environmental and cultural considerations and has considered the views of the broader City of Adelaide community in line with our role as a Capital City Council. The benefit-cost ratio of 2.2 calculated for the project indicates that the benefits to society outweigh the costs of the project.

The purpose of this report is to provide the Engagement feedback, Cost-Benefit Analysis, Prudential Report and concept design for the East-West Bikeway so that the route alignment can be finalised by 31 March 2021 in accordance with the requirement of State Government.

RECOMMENDATION

THAT COUNCIL

1. Receives the Consultation Report, for the consultation undertaken from Friday 29 January 2021 to Friday 19 February 2021, for the proposed East-West Bikeway as contained in Attachment A to Item 4.1 on the Agenda for the Special meeting of Council held on 23 March 2021.
2. Notes the Initial Concept Design prepared for the East-West Bikeway as contained in Attachment B to Item 4.1 on the Agenda for the Special meeting of Council held on 23 March 2021.
3. Notes the cost estimate prepared for the East-West Bikeway as contained in Attachment C to Item 4.1 on the Agenda for the Special meeting of Council held on 23 March 2021.
4. Notes the independent Economics Summary Report undertaken for the proposed East-West bikeway as contained in Attachment D to Item 4.1 on the Agenda for the Special meeting of Council held on 23 March 2021.
5. Receives and notes the Prudential Issues Report as contained in Attachment E to Item 4.1 on the Agenda for the Special meeting of Council held on 23 March 2021.

And either

6. Approves the kerbside separated bike lanes along Franklin Street, Flinders Street, Gawler Place, Wakefield Street and Wakefield Road, as per Option 1 in Attachment B to Item 4.1 on the Agenda for the Special meeting of Council held on 23 March 2021.

OR

7. Approves the centre-road separated bike lanes on Franklin Street (between West Terrace and Morphett Street), and kerbside separated bike lanes along Franklin Street (between Morphett Street and King William Street), Flinders Street, Gawler Place, Wakefield Street and Wakefield Road, as per Option 2 in Attachment B to Item 4.1 on the Agenda for the Special meeting of Council held on 23 March 2021, noting that the City of Adelaide does not have the authority to install the centre-road bikeway without the approval of the Department for Infrastructure and Transport.
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IMPLICATIONS AND FINANCIALS

City of Adelaide 2020-2024 Strategic Plan	Strategic Alignment – Thriving Communities The plan will achieve a safe, affordable, accessible, well-connected city for people of all ages and abilities, and all transport modes. The East-West Bikeway is listed as a key action to be delivered by June 2021, in partnership with the State Government.
Policy	Not as a result of this report
Consultation	Initial engagement with stakeholders and the wider community has been undertaken. If the project proceeds, further engagement will be undertaken to confirm the detailed design. In line with our responsibilities as a Capital City council we have sought the views of everyone impacted by the bikeway in an inclusive and transparent process.
Resource	To be delivered using existing internal resources, supplemented by external specialists where necessary, funded via the project budget.
Risk / Legal / Legislative	The Prudential Issues Report addresses risk and satisfies Council's obligations under section 48 of the <i>Local Government Act 1999</i> (SA). There is a risk that Council will not meet the conditions of our funding partner, the State Government, which requires the route alignment to be finalised by 31 March 2021 and the bikeway opened for users by 31 December 2021. There is a risk that Council will select a design option for the bikeway that requires approval from the State Government prior to construction, with no guarantee that it will be approved.
Opportunities	Installation of the bikeway will increase transport choices, which has been identified as a priority for attracting millennials to live in the city. There are opportunities to integrate other Council projects with the bikeway project, in particular the City Greening project which seeks to increase tree canopy cover in the City's west.
20/21 Budget Allocation	\$5.826 million is allocated to deliver the East West Bikeway in the 2020-2021 Business Plan and Budget, including a \$2.913 million funding contribution from the State Government.
Proposed 21/22 Budget Allocation	Not as a result of this project
Life of Project, Service, Initiative or (Expectancy of) Asset	The elements that make up the bikeway (line-marking, flexi-posts, concrete medians and landscaping) have a useful life expectancy of between 5 and 20 years.
20/21 Budget Reconsideration (if applicable)	Not as a result of this report
Ongoing Costs (eg maintenance cost)	Ongoing maintenance costs will increase by approx. \$75,000 per annum for items such as new landscaping, green surface treatment and cleansing – this will be confirmed through detailed design.
Other Funding Sources	The 2020-2021 budget for the East-West Bikeway includes a \$2.913 funding commitment from the State Government, allocated via the City Bikeways Funding Deed.

DISCUSSION

Background

1. The City Bikeway project was initiated through a Council Decision and subsequent funding deed at a meeting of Council on 26 July 2016.
2. At its meeting on 15 December 2020, Council endorsed the following:

That Council:

1. *Notes the alignment of Franklin Street – Flinders Street – Gawler Place – Wakefield Street/Road as the route of the separated East-West Bikeway, as per Attachment A to Item 10.4 on the Agenda for the meeting of Council held on 15 December 2020.*
 2. *Approves the Lord Mayor to write to the Minister to seek an extension to the separated bikeways deed following impacts to community and delays to economic stimulus in the city due to COVID 19 and to enquire with the State Government around their desire to broaden the deed so that it may be used for other cycling infrastructure improvements within the City of Adelaide.*
 3. *Approves engagement to commence in January 2021 to notify the community about the project and seek feedback on the proposal as per the engagement approach (Option 2 Iterative Development Approach) as per Attachment C to Item 10.4 on the Agenda for the meeting of The Committee held on 8 December 2020.*
 4. *Consults on the East-West Bikeway Design Guide as per Attachment B to Item 10.4 on the Agenda for the meeting of Council held on 15 December 2020, and for design work to commence consistent with this guide to inform the community consultation being undertaken.*
 5. *Approves the engagement of a consultant to undertake the Prudential report on behalf of Council for the proposed East-West Bikeway, and to prepare a Cost-Benefit Analysis consistent with the approach outlined in the Infrastructure Australia Assessment Framework.*
 6. *Notes that the recommended east west route selection will be provided to the Minister for Transport for concurrence prior to proceeding, in accordance with the City Bikeways Funding Deed.*
 7. *Notes a report will be brought to Council in March 2021 seeking approval for the east west bikeway project with accompanying Prudential Report, designs, early consultation feedback and market sounding on project delivery.*
3. This report includes the following in response to the above Council decision:
 - 3.1. Update on the City Bikeways Funding Deed (the Funding Deed)
 - 3.2. Outcome of the initial community engagement
 - 3.3. Concept design
 - 3.4. Cost estimate
 - 3.5. Cost-Benefit Analysis
 - 3.6. Market sounding
 - 3.7. Prudential Report

Strategic alignment

4. The East-West Bikeway is included as an action in the City of Adelaide Strategic Plan 2020-2024 and as a major project in our Integrated Business Plan and Budget 2021-2022.
5. The project is consistent with Council's Carbon Neutral Adelaide Action Plan 2016-2021 and the South Australian Government's Climate Change Action Plan 2021-2025. The bikeway will also support Council's desire to attract millennials to live and work in the city.
6. The East-West Bikeway project is consistent with Council's objectives as set out in the *City of Adelaide Act 1998*. In particular Section 29 the Act states that Council must:
 - 6.1. Be sensitive to the needs, interests and aspirations of individuals and groups within the City of Adelaide community (the Act defines the City of Adelaide community as '*all people who live, work, study or conduct business in, or who visit, use or enjoy the services, facilities and public places of, the City of Adelaide*');

- 6.2. Seek to co-ordinate with State and national governments in the planning and delivery of services in which those governments have an interest;
- 6.3. Seek to ensure a proper balance within its community between economic, social, environmental and cultural considerations; and
- 6.4. Provide services, facilities and programs that are adequate and appropriate and seek to ensure equitable access to its services, facilities and programs.

Funding Deed

7. The original Funding Deed ran from 1 July 2016 to 30 June 2018. In August 2018 the end date was extended to 30 June 2019 and in August 2019 the end date was further extended to 30 June 2021.
8. In December 2020 the Department for Infrastructure and Transport (DIT) advised that the end of the Funding Deed would be extended to 31 December 2021, on condition that:
 - 8.1. The route alignment for the East-West Bikeway is finalised by 31 March 2021.
 - 8.2. Construction of the East-West Bikeway is practically complete and the bikeway is opened for users by 31 December 2021.
9. A copy of the letter from DIT is provided at Link 1 view [here](#).
10. If a decision is not made on the East-West Bikeway route prior to 31 March 2021, Council would be in default of the Funding Deed and the grant funding allocated to the East-West Bikeway would be forfeited.
11. In line with the decision of Council on 15 December 2020, the Lord Mayor has written to the Minister for Transport to seek support for the grant funding to be allocated to other cycling infrastructure projects in the city, if the East-West Bikeway does not proceed. A copy of this letter is provided at Link 2 view [here](#).
12. The Funding Deed includes the delivery of the North-South and East-West Bikeways. A total of \$12 million is allocated to the delivery of these two projects, via \$6 million contributions each from the State Government and City of Adelaide (CoA). Within this framework we have nominally allocated \$6 million each to the delivery of the North-South and East-West Bikeways.
13. The Funding Deed states that the East-West Bikeway is to be a separated bikeway and is to extend from West Terrace to Dequetteville Terrace.

Community Engagement

14. Engagement was undertaken in line with the Council decision to:
 - 14.1. Notify the community about the project.
 - 14.2. Seek feedback on the proposal – Traditional Separated and Central Separated Bikeways.
 - 14.3. Consult on the East-West Bikeway Design Guide.
15. Consistent with our Community Consultation Policy and Community Engagement Strategy the engagement process was designed to be inclusive, transparent and accountable.
16. An external engagement specialist (Holmes Dyer) was engaged by Council to develop the engagement plan and undertake engagement activities.
17. The East-West Bikeway Consultation Report is included as **Attachment A**.
18. The engagement activities sought to gain feedback from stakeholders within the city as well as people from outside the city that use the street, in line with our obligations under the *City of Adelaide Act 1998*. Engagement activities included the following:
 - 18.1. Your Say Adelaide (YSA) website, including the project information pack, East-West Bikeway Design Guide and an online survey.
 - 18.2. Letters mailed to all property owners and occupiers that could be impacted by the project (over 4,270 letters posted).
 - 18.3. Door knocking of ground floor businesses along the proposed corridor to advise them of the engagement, provide information and ask if they could share project flyers with patrons/customers.
 - 18.4. Targeted interviews with key stakeholders (including schools) along the route to seek their feedback.
 - 18.5. Liaison with interest groups and business groups.

- 18.6. Information to advise people of the project and direct them to the YSA page provided via social media, Council newsletters, information packs in libraries and community centres, emails to precinct and resident groups and temporary signage at various locations throughout the City and Park Lands.
19. The formal engagement period was open from 29 January – 19 February 2021. However, some meetings were held after this period to ensure that all stakeholders that requested a meeting had an opportunity to provide feedback.
20. Feedback from the engagement includes the following that Council needs to be aware of.

Your Say Adelaide (YSA)

21. There were 436 responses received to the YSA survey (27% Ratepayers)
22. In response to the question seeking feedback on the design principles:
- 22.1. 213 (48.9%) support the proposed design principles as shown.
- 22.2. 93 (21.3%) support the proposed design principles with minor changes.
- 22.3. 126 (28.9%) do not support the proposed design principles and would like to do something different.
23. In response to the question seeking feedback on the two-way centre-road separated bikeway:
- 23.1. 178 expressed opposition to the design.
- 23.2. 48 supported the design.
- 23.3. 38 further respondents expressed reserved support for the design.
24. The common themes raised included:
- 24.1. A preference for a continuous route over the proposed dog-leg.
- 24.2. A desire for proper separation between pedestrians, cyclists and pedestrians.
- 24.3. Concerns with the loss of parking and impacts on congestion.
- 24.4. Concern regarding safety at schools and places of worship.
25. Several of the 436 YSA respondents identified as business owners (noting that they are not necessarily business owners along the route). In response to the question seeking feedback on design principles:
- 25.1. 11 supported the proposed design principles as shown.
- 25.2. 11 supported the proposed design principles with minor changes.
- 25.3. 19 do not support the proposed design principles and would like to do something different.

Individual feedback

26. There were 69 responses received via email or phone directly to the consultation team, of which 66 expressed direct opinions. One of the letters received was co-signed by 270 people – as is standard practice, this letter has been considered as one response for the purposes of the analysis of feedback.
- 26.1. 45 (68%) of respondents were broadly supportive of the bikeway.
- 26.2. 21 (32%) of respondents were unsupportive or opposed to the bikeway.
- 26.3. Opposition was based primarily on losses to car parking.
- 26.4. Support was generally based on improving cycling safety.
- 26.5. 10 respondents expressed opposition to the dog-leg route.

Interest Groups

27. A number of transport and city interest groups made submissions, including:
- 27.1. Bike Adelaide
- 27.2. Royal Automobile Association
- 27.3. Active Living Coalition
- 27.4. Freestyle Cyclists
- 27.5. South East City Residents Association
28. Feedback from these groups included:
- 28.1. All groups are supportive of the bikeway and keen for it not to be further delayed.

28.2. The groups are not supportive of the centre-road bikeway option.

28.3. A series of suggestions were provided to minimise conflicts between street users.

Route Stakeholders

29. Feedback from ten key stakeholders along the route, primarily schools, property owners and places of worship was provided via direct contact (including meetings) with the project team.
30. These stakeholders are generally not supportive of the bikeway along the currently proposed route. Their concerns included:
 - 30.1. Safety and access across the bikeway for children, older people and people living with a disability.
 - 30.2. Loss of car parking or drop-off spaces, in particular at schools and places of worship.
 - 30.3. Impact of parking controls such as clearways.

Concept Design

31. We have developed an initial concept design for the East-West Bikeway along Franklin, Flinders and Wakefield Streets, connected via Gawler Place. This concept design builds on the East-West Bikeway Design Guide and takes note of the feedback from the initial engagement with stakeholders and the community.
32. A design for a kerbside separated bikeway has been prepared for the entire East-West Bikeway alignment (Option 1).
33. A design for a centre-road bikeway has also been prepared for Franklin Street, between West Terrace and Morphett Street (Option 2). It is noted that Council does not have the authority to install a centre-road bikeway and that approval will be required from DIT if this option is to be pursued. Initial conversations have been undertaken with DIT, however no formal advice has been provided in relation to this matter.
34. The initial concept has been designed to provide a bikeway that is functional and safe for all street users and can be implemented within the available budget. Some planter boxes and landscaping is included within the scope of the project in selected locations within the allocated project budget.
35. There are opportunities to coordinate the installation of the bikeway with other current works and budgets, including landscaping, asset renewal works to meet *Disability Discrimination Act* (DDA) requirements. We will explore these opportunities through the design process as the project progresses.
36. Whilst the bikeway project will be installed with a 'light-touch' approach, using lightweight materials and limited civil works, it is considered that the project could be a catalyst for rethinking the street space and making best use of this significant public space, as opportunities for future investment such as tree planting, landscaping and pedestrian and safety improvements are identified albeit not funded from this project.
37. If approved, this initial design will be used as the basis for developing the final detailed design to be implemented. This detailed design process will include:
 - 37.1. Further consultation with stakeholders along the route to finalise the design (particularly at drop-off locations and bus stops) and confirm on-street parking controls.
 - 37.2. Discussion with DIT and the South Australian Public Transit Authority (SAPTA) to finalise design details and any approvals required.
 - 37.3. Further consideration of safety issues including a Safe Systems assessment and Road Safety Audit.
 - 37.4. An assessment to ensure compliance with the DDA.
 - 37.5. More detailed traffic analyses to enable traffic signal arrangements to be finalised.
38. The initial concept design is provided in **Attachment B**. The document includes:
 - 38.1. The route alignment.
 - 38.2. A summary of the design principles that have been applied when developing the design.
 - 38.3. A list of further considerations that need to be considered when finalising the design.
 - 38.4. The route alignment split into six segments, with a typical bikeway design plan, cross-section, the existing and proposed street arrangements, and design comments shown for each street segment.
 - 38.5. Two design options for Franklin Street (between West Terrace and Morphett Street) – kerbside bike lanes (option 1) and a centre-road bikeway (option 2).

Cost Estimate

39. Cost estimates of the initial concept designs, including both the kerbside bikeway (option 1) and the centre-road bikeway for Franklin Street, between West Terrace and Morphett Street, have been prepared by an external cost consultant. A summary of the cost estimates is provided in **Attachment C**.
40. The cost estimates for the two options are as follows:
 - 40.1. Option 1 – kerbside separated bikeway \$5,098,335.
 - 40.2. Option 2 – centre-road bikeway on Franklin Street, between West Terrace and Morphett Street and kerbside separated bikeway for the remaining route \$5,194,625.

Traffic Impacts

41. The installation of the bikeway along the proposed route is expected to have minor impacts to traffic movements. Impacts are expected to include removal of some turn lanes, minor changes to access, and reduction in midblock through lanes outside of peak periods on Franklin and Flinders streets.
42. Turn lanes will be removed along the proposed route at the following intersections:
 - 42.1. Franklin Street on the approach to the intersection with West Terrace – shared left/right turn lane removed (two approach lanes are retained – one left turn lane and one right turn lane)
 - 42.2. Franklin Street on the approaches to the intersection with Morphett Street – short left turn lanes removed (left turn movements will be permitted from the through traffic lane)
 - 42.3. Franklin Street and Flinders Street on the approaches to the intersection with King William Street – short left turn lanes removed (left turns will be permitted from the through traffic lanes)
43. Access to the local road network will generally be retained, however the centre-road bikeway (Option 2) for Franklin Street between West Terrace and Morphett Street would result in all un-signalised intersections (side streets and driveways) along this section of road being restricted to left turn in and left turn out only for motor vehicles. U-turns would also not be permitted along this section of street with the centre-road bikeway. This includes Grattan Street, Gray Street, Shannon Place, Trenerry Court, Crowther Street, Morney Street, Byron Place and Elizabeth Street. People driving motor vehicles who wish to turn right into or out of these streets would need to re-route within the road network.
44. Franklin Street and Flinders Street between Morphett Street and Gawler Place would operate with a single lane in each direction outside of peak times, to provide space for on-street parking. During peak times (expected to be 7-9am and 4-6pm), two lanes of through traffic would be provided, in a similar arrangement to that on Frome Street between Rundle Street and Wakefield Street, as well as on Pulteney Street and a number of Park Lands roads.
45. Gawler Place will be reduced from two to one lane northbound, however two lanes will be retained at the Flinders Street intersection.
46. The existing traffic arrangement on Wakefield Street, including all traffic and turn lanes, will be retained. The lane widths will be reduced but will still meet requirements. The possible closure of the median at Daly Street / Cardwell Street, which would remove right turn and through movements at these streets, is being considered. The final decision will be subject to further investigation.
47. Wakefield Road between the proposed bicycle and pedestrian actuated crossing and East Terrace would have the speed limit reduced to 50km/h to allow for maximised on-street parking and ensure safety and compliance with the relevant Standards (the change in speed limit would be subject to approval by DIT).
48. Detailed traffic modelling has not yet commenced, but will be undertaken for the signalised intersections, in particular those with dedicated bike phases and/or those with bicycle turn movements. Although detailed modelling has not yet been undertaken, given the grid network of the City and the numerous parallel routes which generally have available road capacity, the impacts are not considered to be significant as traffic movements continue to balance and find route/s with the least delays.
49. It is noted that there will be traffic impacts during construction, which may be greater than when the project has been completed. However, traffic movements typically rebalance throughout the network during any construction project as has been observed with numerous projects in the City over recent years.

On-street parking

50. The table below provides a summary of the parking impacts with the installation of the bikeway. It shows the number of existing on-street spaces, along with the existing average utilisation (for a weekday between 7am-7pm) and the average number of spaces that are in use.

51. The table also shows the number of spaces that remain on the street (and the number to be removed) with each of the design options for the bikeway. The numbers highlighted in green indicate that the number of parking spaces remaining on the street is sufficient to meet the average demand for all sections of street, apart from the section on Franklin Street, between West Terrace and Morphett Street, for Option 1 (kerbside separated bike lanes).
52. It is noted that there are currently ticketed parking spaces on all street sections, apart from the section of Franklin Street, between West Terrace and Morphett Street.

Route Section	Existing situation			Bikeway Option 1 Kerbside bike lanes		Bikeway Option 2 Centre-road bike lanes on Franklin (W)	
	Number of spaces	Utilisation (weekday average)	Spaces used (weekday average)	Remaining spaces	Spaces removed	Remaining spaces	Spaces removed
Franklin Street (West Tce to Morphett St)	128	67%	86	59	69	106	22
Franklin Street and Flinders Street (Morphett St to Gawler Place)	101	52%	53	63	38	63	38
Gawler Place	10			10	0	10	0
Wakefield Street (Gawler Place to Pulteney Street)	34	56%	19	30	4	30	4
Wakefield Street (Pulteney Street to East Terrace)	169	51%	86	111	58	111	58
Wakefield Road (Hutt Street to Park Lands Trail)	61	49%	30	51	10	51	10
Total spaces	503		273	324	179	371	132

53. In addition to the above vehicle parking numbers, there are currently 80 spaces for motorbike parking along the street. This is likely to be reduced to approximately 28 motorbike spaces with the bikeway in place.
54. It is noted that the estimated number of spaces to be removed is marginally different to the 170 spaces reported to Council in December. In December, the number of parking spaces with the bikeway in place was estimated prior to the design stage – the numbers presented here have been calculated based on the initial concept design that has been developed for both design options.
55. It is acknowledged that the parking utilisation figures shown in the table are averages (for weekdays 7am-7pm), and that at peak times the demand for existing parking spaces will be higher than the supply of parking spaces. This is likely to be the case during school drop-off and pick-up times.
56. Although this will result in a reduction in parking spaces in locations, the new arrangements will provide road safety benefits for school drop-off/pick up, as studies have shown that road crashes associated with parallel parking manoeuvres are minimised compared to angle parking.
57. Managing the demand for kerbside space during school drop-off and pick up times is a challenge that is faced at most schools, and we acknowledge that the reduction in spaces following the installation of the bikeway may exacerbate this situation along these streets. We will work with all schools throughout this project to develop a plan which considers parking controls within the local precinct, including side streets and other adjacent main streets, which will aim to facilitate convenient and safe access for all students.
58. The total number of spaces to be removed is 179 for Option 1 and 132 for Option 2. It is noted that there are a total of 17,500 on-street parking spaces in the city (including paid, free, accessible spaces and other restricted zones). The removal of up to 179 spaces represents 1% of the on-street parking total.
59. As part of the public street, on-street parking spaces are a shared community asset that Council must manage carefully to ensure that we maintain fair and equitable access to public space. The traffic and parking arrangements proposed for the East-West Bikeway aim to strike a balance for all users of the street once the bikeway is installed.
60. The following approaches have been used to find space for the bikeway in the street:
- 60.1. Where possible 'surplus' street space has been reallocated to make space for the bikeway – this has included the provision of narrower traffic lanes where existing dimensions far exceed requirements.
 - 60.2. In other locations space for the bikeway can be created by better managing street space to provide traffic capacity during peak travel times and parking at other times of the day to support city businesses and activities.
 - 60.3. In some locations parking arrangements can be adjusted to that the space for the bikeway can be found by changing angle parking to parallel parking, thereby public space previously allocated to storing empty private vehicles can be reallocated to creating a space for people to safely ride their bikes to work, shop or play in the city.

On-street parking revenue

61. There are currently 177 ticketed parking spaces along the proposed bikeway corridor. The expected income from these spaces is approx. \$670,000 (ex GST) in 2020-2021.
62. If this project progresses, we will develop a plan for on-street parking that seeks to balance the needs of stakeholders along the street with the impact on revenue to CoA, in line with Council's On-Street Parking Policy. This will include the allocation of parking controls to support local businesses and residents as well as identifying ticketed spaces to retain Council's budget.
63. It is noted that ticketed parking assists in managing on-street spaces by increasing the turnover of spaces and provides a more equitable management tool than timed parking. The aim of the parking plan will be to redistribute ticketed spaces across the City, so that the impact to Council's revenue is minimised.

Cost Benefit Analysis

64. A Cost Benefit Analysis (CBA) has been undertaken for the project by an external consultant. The resulting Economics Summary Report is included as **Attachment D**.
65. The CBA monetises the impacts of the project using widely accepted methods, recognised as leading practice as described in the Infrastructure Australia Assessment Framework, Australian Transport Assessment and Planning (ATAP) Guidelines and the New Zealand Transport Agency Monetised Benefits and Costs Manual.
66. The details of the costs and benefits identified in the CBA are summarised in the table below. The benefit cost ratio (BCR) of the main case is 2.2 at the 7% discount rate – which indicates that the benefits of the project exceed the costs (Noting anything above 1.0 is positive). The results indicate that, for every dollar invested in the project, over \$2 of benefit is returned to the community.

Parameter	Value
Benefit cost ratio (BCR)	2.2
Net present value (NPV) (\$m)	\$9.33
Internal rate of return (IRR)	10.40%
Present value of benefits (PVB) (\$m)	\$17.38
Present value of costs (PVC) (\$m)	\$8.05

Source: NineSquared, 2021

67. The robustness of this economic analysis has been tested through a series of sensitivity tests and a consideration of the qualitative impacts of the project.

Market sounding

68. An initial market sounding exercise has been undertaken to understand the capacity of possible contractors to undertake the bikeway works prior to the end of December 2021.
69. The contractors that have responded to this exercise have indicated that they are available to undertake the work and that it would take approximately 4-6 months to construct. This delivery timeframe would be dependent on several factors, including:
 - 69.1. Availability of final design;
 - 69.2. The extent of civil works required; and
 - 69.3. The requirement to adjust services, pit lids etc.

Prudential Issues Report

70. To ensure good governance and accountability, local government entities are required under Section 48 of the *Local Government Act 1999* (SA) (the Act) to consider a report addressing prudential issues when engaging in any project where the expected capital cost of the project over the ensuing five (5) years is likely to exceed \$4 million (indexed). The cost of the East-West Bikeway project exceeds this stipulated threshold. We do not believe that the Project falls within an exemption of section 48(3) of the Act. As such, Section 48(1) of the Act applies and, in compliance with that section, we have commissioned the preparation of a Prudential Issues Report for presentation to Council.
71. Section 48(2) of the Act requires the following issues to be addressed in a Prudential Issues Report:

- 71.1. Relationship with relevant strategic management plans
 - 71.2. Objectives of the Development Plan where the Project is to occur
 - 71.3. Contribution of the Project to the economic development of the area, impact on local business and how the Project ensures fair competition
 - 71.4. Level of consultation with the community including key stakeholders
 - 71.5. Revenue projections and potential financial risks
 - 71.6. Recurrent and whole of life costs
 - 71.7. Financial viability of the Project and the short/long term net effect on the financial position of Council
 - 71.8. Any risks and risk mitigation
 - 71.9. Most appropriate mechanisms/arrangements for carrying out the Project.
72. Section 48(4) of the Act requires that the Prudential Issues Report be prepared by a person whom Council reasonably believes to be qualified to address the prudential issues. Further, section 48(4a) of the Act requires a Prudential Issues Report must not be prepared by a person who has an interest in the Project.
73. The Prudential Issues Report (**Attachment E, distributed separately**) addresses the prudential issues outlined in Section 48(2) of the Act. In its preparation, we engaged through our Procurement processes Business Resource Management Pty Ltd as Trustee for the BRM Unit Trust to draft the Prudential Issues Report. Key personnel within that organisation have the requisite qualifications and are independent of the Project fulfilling Section 48(4) of the Act.

Next steps

74. There are two options for suggested outcomes and next steps as follows:
- 74.1. Proceed with the project based on the kerbside bikeway design for the entire route (Option 1);
 - 74.2. Proceed with the project based on the centre-road bikeway on Franklin Street between West Terrace and Morphett Street and kerbside bikeway for the remainder of the route (Option 2); or
75. If Option 1 or Option 2 are endorsed, we would progress with the next steps as follows:
- 75.1. Provide Council's recommendation to the Minister for Transport for concurrence and joint agreement to proceed with the project.
 - 75.2. Further develop the design, liaising with DIT and SAPTA and obtaining approvals where necessary.
 - 75.3. Undertake further consultation with key stakeholders, including interest groups, Council's Access and Inclusion Panel and property owners and occupiers along the route to determine the parking controls and finalise the design drawings.
 - 75.4. Undertake a DDA assessment, Safe Systems Assessment and a Road Safety Audit.

DATA AND SUPPORTING INFORMATION

Link 1 – Letter from DIT to Council regarding the Funding Deed

Link 2 – Letter from the Lord Mayor to the Minister for Infrastructure and Transport

ATTACHMENTS

Attachment A – Consultation Report

Attachment B – Initial concept design

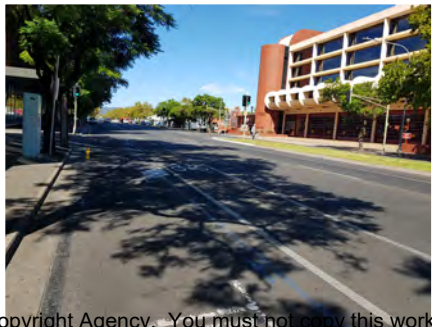
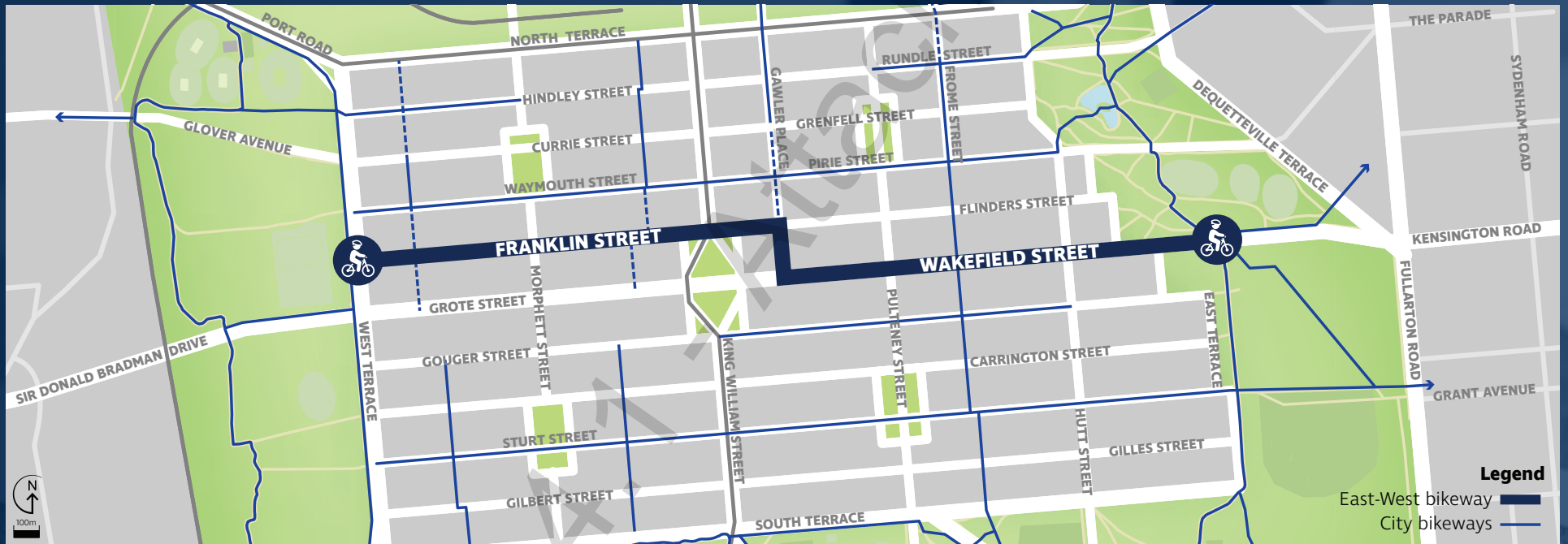
Attachment C – Cost Estimate

Attachment D – Economic Summary Report

Attachment E – Prudential Issues Report (Distributed Separately)

EAST-WEST BIKEWAY

CONSULTATION REPORT



Proprietary Information Statement

The information contained in this document produced by Holmes Dyer Pty Ltd is solely for the use of the Client identified on the coversheet for the purpose for which it has been prepared and Holmes Dyer Pty Ltd takes no responsibility to any third party who may rely upon this document.

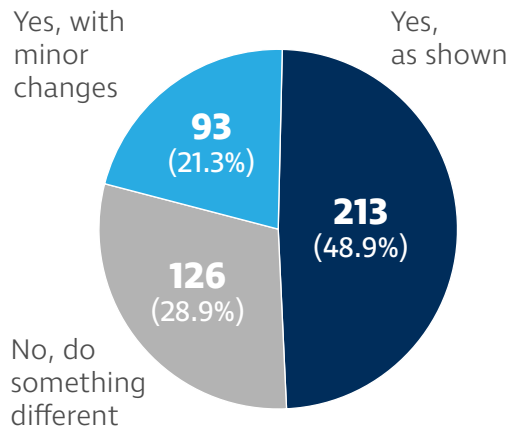
Item 4.1 - Attachment A

YourSay Feedback Summary East West Bikeway

Your Say Adelaide

This summary represents the general sentiments received relating to the questions on YourSay Adelaide. There were 436 responses received in this manner.

Do you support the proposed design principles of traffic and parking lanes, separated bike lanes and existing footpaths in each direction?

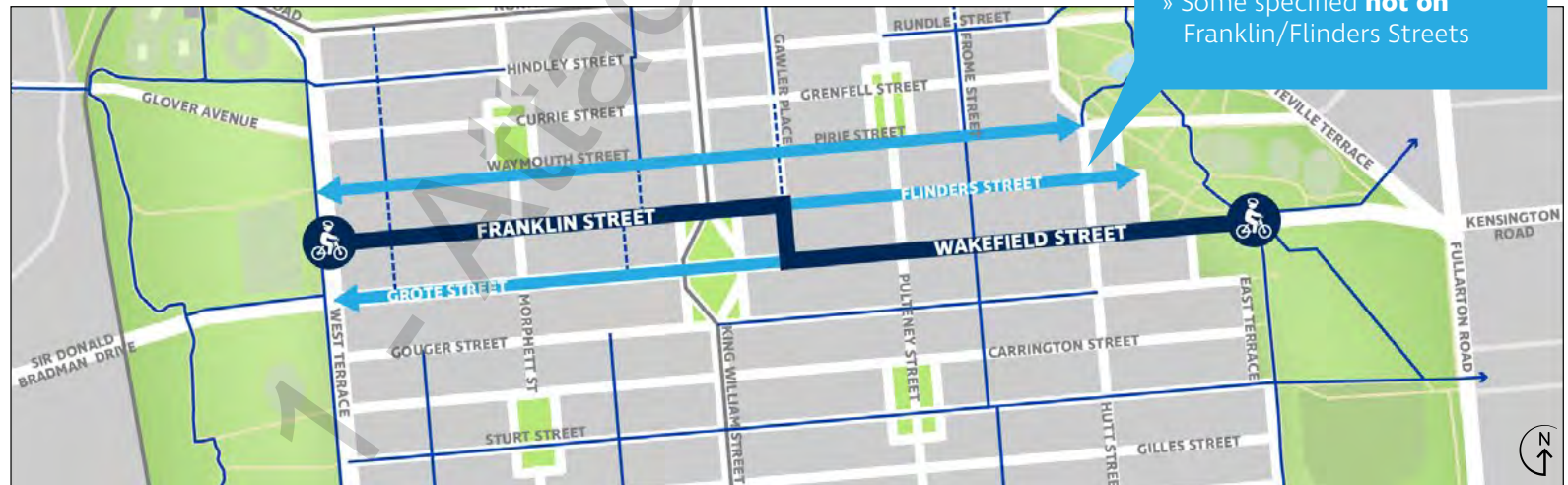


Common Themes

- A preference for a continuous route over the dog-leg route proposed
- A desire for proper separation between pedestrians, cyclists and vehicles
- A mixed response to the parking layout
- Concerns around impact on schools and places of worship; preference for these not to be included on the route
- Concerns for the safety of pedestrians, especially children, older people and people with a disability

People expressed desire for a continuous route:

- » Franklin/Flinders Streets
- » Grote/Wakefield Streets
- » Pirie/Waymouth Streets
- » Dog leg route Grote and Flinders St to avoid any disruption to 3 large inner city schools
- » Some specified **not on** Franklin/Flinders Streets



Do you have any comments on the design approach for a two-way separated bikeway in the centre of the street as proposed by the City of Sydney?

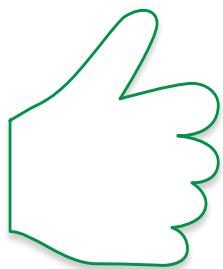
- 178** expressed opposition to the design
- 48** supported it (36 additional respondents expressed reserved support)

Desire for safer cycling, including design elements to minimise turn conflicts	Concern regarding school drop-off/pick-up zones & interactions with schools	Preference for "Island" configuration for bus stops	Less interest in the use of line-marking and flexi-posts	Concern with the loss of parking and Impacts on congestion	There is desire for a wider bikeway	Concern regarding access for deliveries and pedestrians crossing the bikeway	Greening and shade were seen as desirable

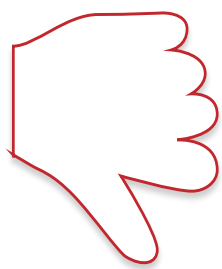
Individual Feedback Summary ¹⁶ East West Bikeway

This feedback was received directly by the consultation team via email or phone.

69 responses were received in this manner, of which **66** expressed direct opinions.



45 respondents (68%) were broadly supportive of the bikeway



21 respondents (32%) were unsupportive of or opposed to the bikeway



Opposition was based primarily on losses in car parking



10 respondents expressed opposition to the dog leg route



Support was based generally on improving cycling safety



None expressed support for the centre-road design as a primary choice, although one person was supportive of it as a compromise solution

Interest Groups

This represents submissions made by transport and city interest groups.

- Bike Adelaide
- Royal Automobile Association
- Active Living Coalition
- Freestyle Cyclists
- South East City Residents Association



Supportive of the bikeway, and keen for it not to be further delayed

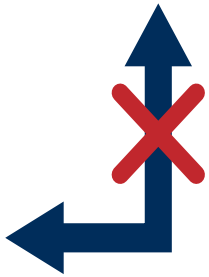
Route Stakeholders

This represents submissions made by stakeholders along the route such as schools, landowners and places of worship



Broadly not supportive of it along the current route

Key concerns included:



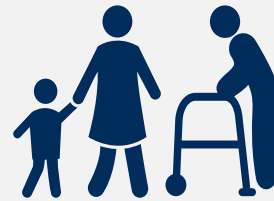
Not supportive of Dogleg route however generally found it to be an acceptable compromise if required



Not supportive of Centre road option



Provided suggestions for designs to minimise conflicts



Access across the bikeway for children, older people and people living with disability



Loss of carparking or drop-off space, particularly in front of schools, places of worship and care providers



Impact of parking controls such as clearways on drop-offs/pick-up and deliveries

Feedback Summary East West Bikeway

- 1 Concerns about parking losses, safety for pedestrians crossing the bikeway, and access for vehicles for services at the Greek Orthodox Cathedral and Olympic Bingo
- 2 Concerns about loss of parking increasing congestion of school drop-off at St Mary's College, as well as safety of children crossing the bikeway and access for bus loading for school camps or excursions
- 3 Particular support for increased greening along Franklin Street between King William Street and Morphett Street
- 4 Concerns about drop-off/pick-up space and safety for clients and residents of U City crossing the bikeway
- 5 Concerns about turn conflicts with heavy vehicles entering Post Office Place
- 6 Concerns about the impact of the dog-leg route on cycling convenience, uptake and safety
- 7 Concerns about turn conflicts with the State Centre Car Park
- 8 Concerns about safe crossing of the bikeway for students of St Aloysius College
- 9 Concerns about parking losses increasing pick-up/drop-off congestion at Christian Brothers College Senior School
- 10 Concerns about parking losses increasing pick-up/drop-off congestion and safety for pedestrians crossing the bikeway at Christian Brothers Junior School
- 11 Concerns about loss of parking and safety for customers and clients at medical businesses



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Item 4.1 - Attachment A



Introduction

Project Context

The City of Adelaide's Strategic Plan 2020-2024 sets out the vision for Adelaide to be 'the most liveable city in the world'. The actions in the plan are arranged under four outcomes, Thriving Communities, Strong Economies, Dynamic City Culture and Environmental Leadership.

Achieving a safe, affordable, accessible, well-connected city for people of all ages and abilities, and all transport modes is listed as one of the key outcomes.

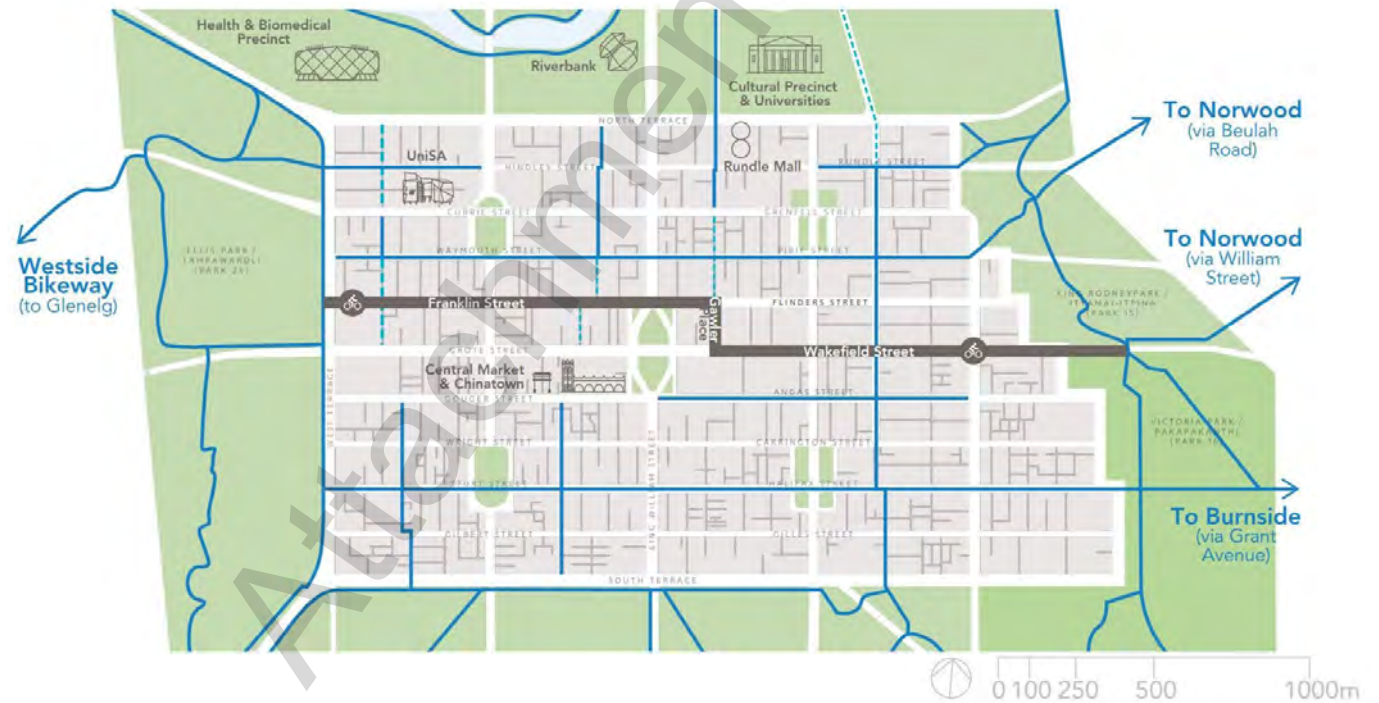
Actions include the implementation of city access projects in partnership with the State Government, including the North-South and East-West City Bikeways.

The City of Adelaide (CoA), in partnership and via a funding agreement with the State Government of South Australia, is developing the North-South and East-West Bikeways.

The North-South Bikeway follows the alignment of Frome Street/Road and is well developed, with many sections completed. While various routes and alignments have been considered for the East-West Bikeway, none have been subject to formal public consultation until now.

At its meeting on 15 December 2020 Council considered an East-West Bikeway along Franklin-Flinders-Gawler-Wakefield Streets, connecting West Terrace to the eastern Park Lands. The Council decision requested that a report be brought back in March 2021 with the early consultation feedback.

The proposed route is shown Right:



Engagement Objectives

Engagement was designed to:

- Include stakeholders within the city (property owners, occupiers, residents, businesses etc) as well as existing and potential street users (pedestrians, cyclists, drivers etc).
- Provide information that is clear and easy to understand that enables community members and stakeholders to make informed feedback.
- Provide various opportunities for people to provide feedback and discuss the project if required.

The purpose of engagement was to:

- Inform the community of the proposed alignment of the East-West Bikeway
- Consult with the community for feedback on the East-West Bikeway Design Guide

As such, this engagement has sought to provide feedback on the proposed route for the bikeway and on the design guide to treatments for the proposed route. Questions covered:

- Design Principles (traffic and parking lanes, separated bike lanes, and existing footpaths in each direction)
- Centre-road bikeway concept
- Bikeway design
- Parking layout
- Associated street improvements

The engagement process also looked at how the proposed bike route interfaced with properties and occupants of premises along Franklin Street, Flinders Street, Gawler Place and Wakefield Street.

Engagement began on 29 January 2021, but commenced in earnest on 8 February, running until 19 February. Late feedback was accepted due to the short nature of the engagement, and has been included in this report.

Engagement Plan

Method	Stakeholders	Techniques	Desired Outcome(s)
Objectives: Inform the community of the proposed alignment of the East-West Bikeway			
Consult with the community for feedback on the East-West Bikeway Design Guide			
Strategy: Provide public promotion of the proposed east west bikeway in locations with a spatial relationship to the proposed route to capture drivers, pedestrians, cyclists and visitors. Direct engagement with adjacent property owners and tenants for discussion and input. Online and interest group engagement.			
Inform/ Consult	<ul style="list-style-type: none"> • General community 	<ul style="list-style-type: none"> • Temporary gateway signage along key cycle routes throughout the parklands • Temporary signage at key intersections along the cycle route • Floor stickers at key pedestrian crossings and intersections along the route • Temporary signage on parking signs at key affected locations along the route • Distribution of flyers at some cafes or pubs along the route • Your Say Adelaide website set up with project information pack and online survey. Information distribution to Council database. Social media promoting the project 	Raise awareness of the project and provide avenues for input
Inform/ Consult	<ul style="list-style-type: none"> • General community • Visitors • Residents • Service consumers • Broader stakeholders 	<ul style="list-style-type: none"> • Liaise with agencies such as BISA (now BikeAdelaide), Bike SA, RAA, Walking SA, Heart Foundation to encourage engagement with their members • Distribute information to news subscribers and provide information including fliers at the Council office, libraries and community centres • Talk with local businesses on the route about displaying bikeway project fliers for patrons and customers • Letters mailed to all property owners and occupiers that could be directly impacted by the bikeway to notify them of the project and engagement • Door-knocking of ground floor businesses along the corridor to provide project information and notify them of the engagement 	Raise awareness of the project and provide avenues for input
Engage	Business community, schools, places of worship and landlords	<ul style="list-style-type: none"> • Set meetings for key stakeholders (property owners or occupiers) along the proposed route • Targeted interviews with property owners/landlords including properties with higher dependency on road-side access eg. Schools 	Raise awareness and collect input from property owners and occupiers

Engagement Materials and Activities

Signage

Signage was placed along the route and in the Park Lands in the following formats:

- A1 posters along key cycle routes through the Park Lands
- A3 posters facing east-west at major intersections along the route
- A4 posters in angled parking areas
- Floor stickers at major pedestrian crossings.

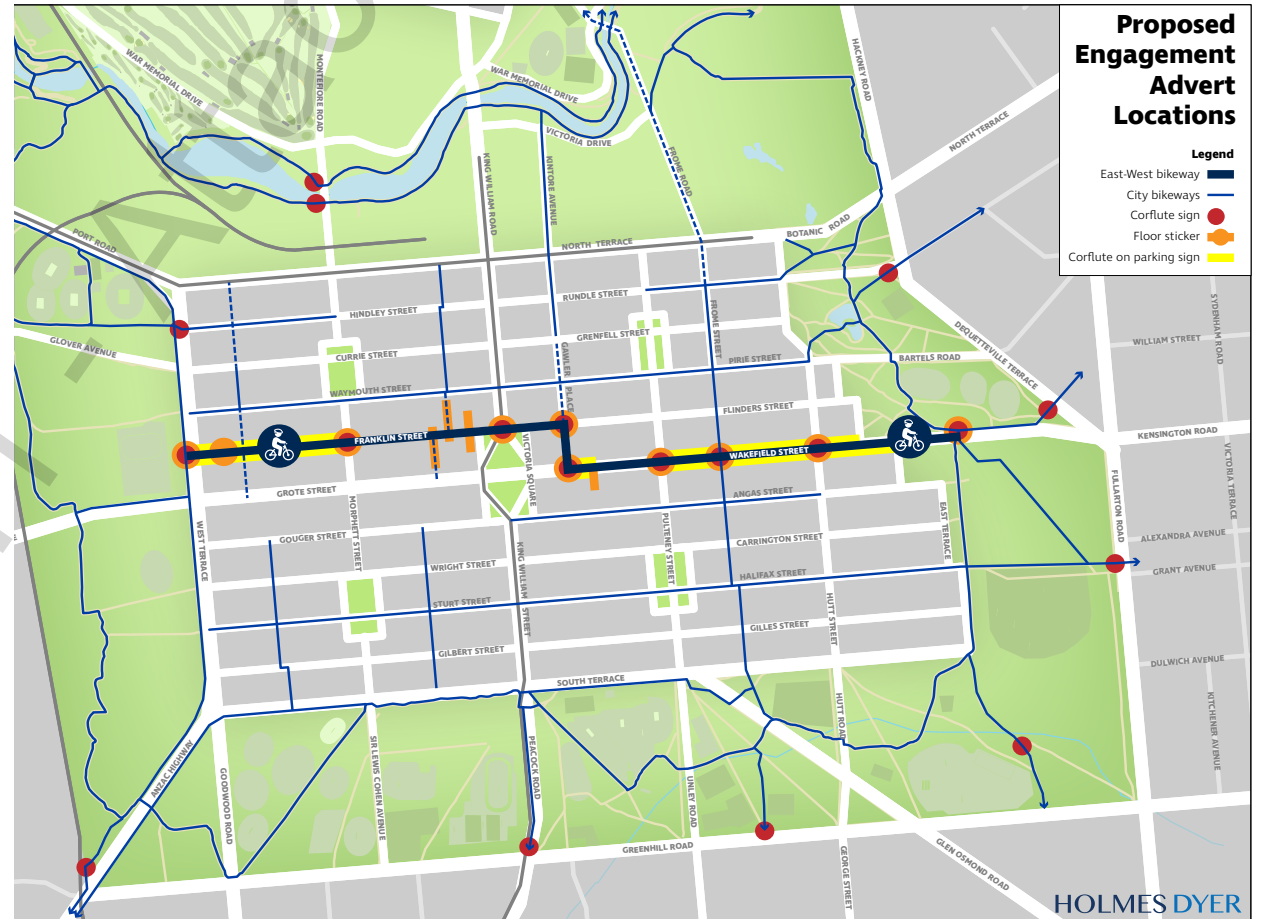
Examples of materials, images of the materials on display and a map of signage locations are shown below.

East-West Bikeway Project

Bikeways are key to ensuring Adelaide remains one of the world's most liveable cities. That is why the City of Adelaide, in partnership with the State Government of South Australia, is building two separated bikeways through the City and Park Lands: one from north to south and the other from east to west. The bikeway will need to respond to the local circumstances of each streetscape along the route, so we welcome your feedback.

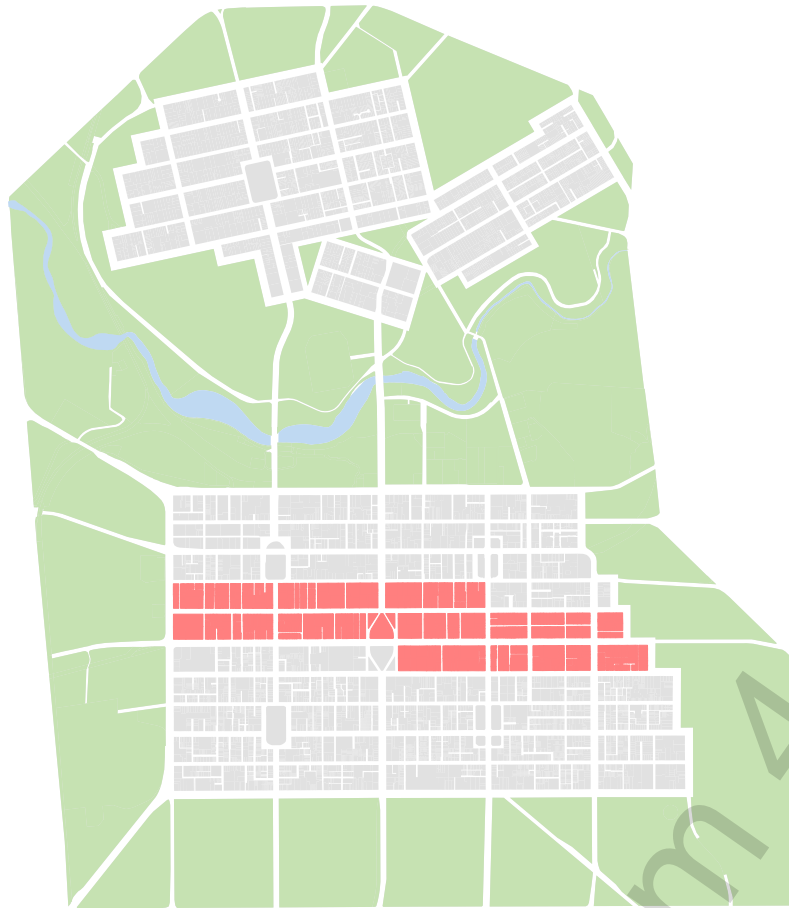
For more information and to provide your thoughts on the project, scan the QR Code or visit yoursay.cityofadelaide.com.au/city-bikeways. Consultation ends on 19th February.

Your Say Adelaide



Letters

Over 4270 letters were sent to all affected property owners and occupiers. A copy of the letter is provided at Appendix 1. The locations of these premises are shown in the plan below:



■ East West Bikeway Impacted Properties

Council Special Meeting - Agenda - 23 March 2021

Door to Door

Door to door knocking of businesses along the route was undertaken. Occupants of 46 businesses were directly spoken to about the proposed East West Bikeway, provided with information and directed to the YourSay Adelaide website:

Count	Name	Count	Name
1	Bocelli	26	Kineffo
2	Wakefield House	27	Quest
3	Stace Anaesthetist	28	Scammell & Co. Solicitors
4	Wakefield Street Dental	29	The Franklin Hotel
5	Epiclinic	30	Legacy
6	Verve Haircutters	31	Psarros & Allen
7	Adabco Boutique Hotel	32	Avani Adelaide Residences
8	Calvary Community Care	33	Frederic Ozanam Housing Association
9	Adelaide & Hills ENT	34	Aboriginal Health Council
10	Hodgkison	35	Harley-Heaven Adelaide
11	Headspace	36	Broker Hub
12	McConnell Dowell	37	Benjamin on Franklin Hotel
13	Oktal Sydac	38	Peter Stevens Motorcycles
14	Louca's Seafood Restaurant	39	Leader Computers
15	All Water	40	Marksman Indoor Firing Range
16	CCK Lawyers	41	Aceit Couriers
17	Frank J Siebert Funeral Directors	42	The fabric store
18	Ritz Café	43	UCI
19	Bunnik Tours	44	Andersons Solicitors
20	Peoples Choice	45	Crack kitchen
21	Bean Bar	46	Kwik Kopy
22	Convenience on Franklin		
23	JeffcottChambers		
24	Adina		
25	Australia Post		

Council Contacts Database

Adelaide City Council Staff distributed email alerts and email news items to existing contacts on Council mailing lists including YourSay Adelaide (YSA) mailing list, the recreation mailing list and social media.

YourSay Adelaide (YSA) Website

The YSA page went live on Friday 29 January 2021. The page provided:

- Summary information
- Contact details
- Consultation survey (which could be filled out online and submitted through the YourSay portal - Redacted comments summary at Appendix 5)
- Engagement pack (which included the survey questions, for those who did not wish to complete the form online - Appendix 3)
- Design Guide (summarising the route and providing design 'tool kits' to illustrate how sections of the proposed route could be treated- also shown in Appendix 3)

Direct Contact

Contact details for the consultant team were provided on the YourSay website. Some respondents preferred to make direct contact by phone or email in the first instance. Callers were provided with information and in most cases directed to the YourSay page or given the information from the YourSay page to complete.

The majority of phone calls were enquiries. In some cases YourSay was difficult for respondents to navigate and feedback was taken over the phone and confirmed in writing (email).

Stakeholder Meetings

Key stakeholders were engaged in several ways. Interest groups such as Bike SA, Bike Adelaide, the Royal Automobile Association (RAA) and others were invited to engage via formal submission by email, as well as encouraging individual members to respond. Where a meeting was requested, this was acceded to.

CBD schools were contacted and asked to circulate the consultation information to their school communities.

Meetings were arranged with schools along the route in order to further discuss the proposal, how these schools use the road, concerns that they may have, and the potential design solutions for this.

Meetings were arranged with other major landholders along the route to obtain first hand input as to how the proposed bikeway would interact with premises that have more specialised street access requirements.



YourSay Adelaide (YSA) Website

Visitor Statistics

The YSA portal summarises visitation and activity for each project page/consultation program. The East - West Bikeway recorded:

- 2930 'Aware' visitors (these are unique visitors, which could be individuals or individuals visiting on behalf of organisations)
- 1803 'Informed' visitors (these are visitors that have explored the available consultation materials more closely to learn more about your project by browsing through the consultation information available (e.g. they may have downloaded supporting documents such as the Information Pack; browsed through FAQs; or viewed photographs/diagrams etc).
- 425 'Engaged' visitors (these are the people who have submitted feedback through the online engagement tools available (e.g. they completed a submission form, participated in the discussion forums, etc.).

Additional responses, including filling out the form physically rather than online, meant that a total of 436 responses were received. Note that not all questions were answered by every respondent.

One response to the questions was signed by 270 people. This had been included in this section as one response, as is standard practice. This response comes from Stakeholder 8, whose general opinion, as expressed in the meeting with this stakeholder, can be seen on page 27.

Survey Responses

The main component of consultation was a YSA survey containing six key questions. A summary of responses follow. All responses are provided in a separate spreadsheet.

Q1: Do you support the proposed design principles (see page 11 of the Design Guide) of traffic and parking lanes, separated bike lanes and existing footpaths in each direction?

Response	No.	%
Yes, as shown	213	48.9%
Yes, with minor changes	93	21.3%
No, do something different	126	28.9%
Total	436	

Of those that responded: 'Yes, as shown', many wanted to see the bikelane installed without delay however the preference was for a straight alignment rather than the proposed 'dog leg.' Most common comments were:

- 32 expressed frustration with delays or were keen to use the bikeway
- Ten expressed a dislike of the dog-leg
 - » Two of these suggested Grote Street
 - » One suggested Flinders Street
- Four encouraged further safety measures for cyclists (primarily regarding visibility)
- Three encouraged a wide cycle path
- Two encouraged further greening measures
- Two expressed a dislike for Toolkit One (linemarking and flexi-posts)
- Two expressed a desire for consistency with the Frome bikeway



Of those that responded: 'Yes, with minor changes', the most common response was for a straight route for the bikeway, rather than a dog leg through Gawler Place, and for improved cyclist safety at intersections. Some concern for conflicts with school drop off zones and bus stops were raised.

- 27 expressed desire for a continuous route
 - » 11 of these preferred Franklin/Flinders Streets
 - » Three of these preferred Grote/Wakefield Streets
 - » One of these specified not on Franklin/Flinders Streets
- 14 suggested further improvements to cyclist safety, primarily at intersections
- Eight made comments regarding the bus stops, with a desire for an “island” configuration
- Seven expressed concern regarding school drop-off/pick-up zones
- Seven expressed a desire for a wide bikepath
- Six expressed a dislike of Toolkit One (linemarking and flexiposts)
- Five expressed impatience for it to be completed

Of those that responded: 'No, do something different', key concerns related to the interaction between the bikeway and schools, the loss of carparking and the potential impacts changes to the road will have on traffic congestion.

- 48 expressed concern at the interactions with schools
- 37 expressed concern with the loss of parking
- 14 were concerned by impacts on congestion
- Five expressed concern at safety for cyclists
- Five expressed concern regarding access for people with disabilities
- Four were concerned by turn conflicts
- Five expressed a desire for the bikeway not to go along Flinders Street
- Three were concerned by broader safety impacts
- Two suggested that the route was in the wrong location
- Two opposed all cycle infrastructure construction
- Two suggested that there were too few cyclists to justify the project





Q2: Do you have any comments on the design approach for a two-way separated bikeway in the centre of the street as proposed by the City of Sydney?

The majority of responses were opposed to a centre of street design approach.

- 178 expressed opposition to the design
- 48 supported it
 - » 36 additional respondents expressed reserved support
- 66 were concerned by issues of access and egress to and from the bikeway
- 37 suggested that it would be off-putting to new cyclists
- 30 suggested that it would create traffic confusion, particularly at intersections
- 25 stated either a concern with the lack of expert support, or that they would support it if such support were to be found
- 19 suggested that they would be willing to support it if this was the only solution Council would approve
- 19 expressed anger, frustration or disappointment at the proposal's suggestion
- 17 were inclined to support it if it saved car parking
- 18 noted or queried the potential impact on car maneuvering (such as right turns)
- 12 related to its impact on schools
- Seven commented on the lack of shade likely under this design
- Seven commented on the width of the bikeway under this design
- Five commented that it may be useful if through traffic is desired
- Three noted the current lack of approval from the Department of Infrastructure and Transport
- Three noted the lesser opportunities for streetscape improvement

Q3: Do you have any comments about the proposed bikeway design?

This question brought about a summary of early responses for and against the bike way. This included respondents that wanted the bikeway installed, to follow a straight alignment and include greening. There was also outright opposition to the bikeway, concerns for loss of parking and the potential for conflict/need for separation from cars and bus stops.

- 56 expressed excitement or impatience to use it
- 54 noted the dog-leg as undesirable
- 22 were opposed to the construction of the bikeway
- 19 were in favour of greening (Toolkit Two)
- 16 expressed a desire to be consistent with Frome Street
- 15 were concerned by the reduction in car parking
- 14 commented on the width of the bikeway
- 11 noted the bus stop design, with a clear preference for "island" bus stops
- 11 suggested proper separation between parked cars and cyclists to prevent "dooring" and allow for pedestrian refuge, especially in the context of Toolkit One (flexi-posts)
- Nine suggested signage both for wayfinding and safety
- Eight noted the need to separate pedestrians from the cycleway
- Seven noted traffic light timing and intersection safety
- Seven suggested doing a different route (separate from concerns regarding the dog-leg)
- Six queried the function of the turn at Gawler Place, including bicycle storage and signal phasing
- Five were concerned with impacts on traffic congestion
- Four queried the use of Gawler Place
- Three suggested improved shading along the route

Q4: Do you have any comments about the proposed parking layout?

This question generated a mixed response with respondents both supporting and opposing the proposed parking layout with potential conflicts, loss of car parking and access being the main comments.

- 138 supported the proposed layout
- 74 opposed the layout
 - » 26 of these were with concerns specific to schools
- 27 specified a desire to ensure cyclists were protected from “dooring”
- 14 suggested removing more car parking
 - » A further seven suggested removing all on-street car parking
- 11 noted a need to be accessible for people with disabilities
- Ten were concerned specifically with loading/unloading
- Eight suggested Frome Street as a good model
- Eight suggested the inclusion of bicycle parking
- Four suggested more shorter-stay car parks (e.g. loading zones, 15/30 minute parking)
- Three suggested signage to encourage pedestrians crossing the bikeway to look for bikes
- Two noted a need to ensure parked cars did not block visibility, specifically in the context of turning vehicles
- Two were concerned by impacts on congestion
- Two suggested a centre-road design could be beneficial in this regard

Q5: Do you have any comments about the proposed associated street improvements?

Greening, amenity, shade and visibility were key comments for the bikeway. Some opposition to both the bikeway, improvements and planterboxes was also expressed.

- 77 stressed a desire for greening
- 42 generally approved of the proposal
- 19 commented on the need for shade
- 11 suggested that Frome Street was a good model in this regard
- Nine suggested that work on the bikeway should commence with or without street improvements
- Eight were opposed to the bikeway entirely
- Eight commented on visibility of cyclists for motorists turning across the bikeway
- Five hoped that more car parks could be included
- Five hoped for improved pedestrian crossings
- Five suggested that the improvements were bad, without further elaboration
- Four supported the use of planter boxes
 - » Three criticised planter boxes and hoped that they would not be used
 - » One preferred that they were used between the street and the bikeway, rather than between the bikeway and the footpath

Q6: Of those that provided 'Other Comments'

The 'dog leg' alignment was the most common 'other comment' from respondents.

- 99 expressed displeasure at the dog-leg route
- 92 expressed excitement or impatience for the completion of the route
- 25 suggested that the dog-leg was an acceptable compromise
 - » None suggested that it was unacceptable
- 24 suggested that the route should avoid schools
- 20 expressed clear opposition to the project
- 15 noted with concern the number of heavy vehicles (including buses) which would use the route
- 11 suggested that the route was bad for other reasons
- 11 suggested that the bikeway needed to be part of a connected network
- Six suggested that the route should go along Pirie-Waymouth
- Five were concerned at the implications for pedestrian safety around schools
- Five were concerned at the loss of car parking
- Five suggested signage for safety purposes, particularly regarding turns across the bikeway
- Five were concerned by, or asked for clarity about, the turns in Gawler Place
- Four suggested that it should use quieter streets
- Four emphasised a need for smooth and well-thought-through end connections
 - » Three noted the difficulties present at West Terrace, including the current situation where the bike lane becomes the left-turn lane for vehicles

Business Owner Feedback (via YSA)

The following summary is taken from feedback given by those identified through YSA as being business owners. Note that these are not necessarily all business owners along the route. 41 such responses were received.

Do you support the proposed design principles (see page 11 of the Design Guide) of traffic and parking lanes, separated bike lanes and existing footpaths in each direction?

Of those that responded to this question 22 supported the design as is or with changes expressing interest for work to begin and 19 opposed the design. Common concerns from those opposed to the design included car parking and congestion. The route was also questioned with opposition to Franklin Street being in the alignment and opposition to the dog-leg:

- Yes, as shown: 11
 - » Four expressed impatience or excitement to use the bikeway
- Yes, with minor changes: 11
 - » Two noted the centre road option as undesirable
 - » One was against the use of Flinders Street for the bikeway
 - » One was in favour of using flexi-posts as a temporary option
 - » One noted the dog-leg route as undesirable
 - » One suggested widening the bikeway
 - » One hoped to retain more car parks
 - » One enquired as to where bins would be located
 - » One suggested narrowing the footpath
 - » One suggested signage to improve safety
 - » One suggested having short-term metered parking in lower levels of multi-storey car parks
 - » One suggested turning the Victoria Square service lane (on the western side) into a loading zone
- No, do something different: 19
 - » 12 were concerned about loss of car parking
 - » Six were concerned about increases in congestion
 - » Four expressed their opposition to the use of Flinders Street as a potential route
 - » Three were concerned about safety
 - » Two expressed opposition to the dog-leg route



Q2: Do you have any comments on the design approach for a two-way separated bikeway in the centre of the street as proposed by the City of Sydney?

The majority of responses were opposed to a centre of street design approach.

Of those that responded:

- » 20 were opposed
- » 3 were in favour
- Three were concerned about the functioning of intersections with this design
- Two would support the option if it allowed car parking to remain
- Two expressed concern about access to and from the bikeway under this design
- Two expressed outright opposition to the bikeway

Q3: Do you have any comments about the proposed bikeway design? There was common opposition to the project from businesses along the route and concern for loss of car parks. There is interest for the bikeway to begin and bike safety, particularly at intersections, was raised.

Of those that responded:

- Nine expressed opposition to the project as a whole
- Five expressed concern at the reduction in car parks
- Four expressed eagerness for the project to be complete
- Three expressed concern for the safety of pedestrians
- Three were concerned by intersection safety
- Two suggested Frome Street as a good model to use
- Two expressed a need for sufficient width in the bikeway
- Two were concerned by potential impacts on traffic congestion
- Two were opposed to the route (separately from the dog-leg)

Q4: Do you have any comments about the proposed parking layout? Loss of car parking, potential impacts to property access and conflicts at key spots (such as school pick up zones) were items raised regarding to the parking layout. There was some support for the layout and a need for sufficient separation.

Of those that responded:

- 15 were opposed to the removal of car parks
- Nine were supportive of it
- Two noted the need for sufficient separation to prevent dooring
- Two noted that bikeways typically increase business over car parking
- Two stressed a need for pick up areas
- One suggested Frome Street as a useful model
- One was concerned at the impact on schools
- One expressed displeasure at the route
- One noted a need to cater for people living with a disability

Q5: Do you have any comments about the proposed associated street improvements? While this question still raised concerns about loss of carparking and there was some opposition to the the proposed bikeway, greening and street improvements are most commonly seen as a benefit.

- Nine were in favour of further greening
- Four expressed satisfaction with the proposed improvements
- Three were concerned by car park losses
- Two suggested Frome Street as a good model
- Two expressed outright opposition
- Two expressed a lack of confidence that Council would implement them
- Two suggested that street improvements should happen regardless
- Two suggested lighting improvements

Q6: Of those that provided 'Other Comments' common themes continued which included a split in opposition and desire to see the project begin, alignment concerns including the dog leg and the use of Flinders Street and concerns on the loss of carparking:

- Nine expressed outright opposition
- Nine were displeased with the dog-leg route
- Seven were keen to see the project completed
- Four expressed concern at the loss of car parking
- Two expressed concerns about the route unrelated to the dog-leg
- Two expressed opposition to a route along Flinders Street

Many respondents across all questions criticised the consultation process, relating to:

- 1 Lack of time available to respond
- 2 Lack of detail in consultation materials
- 3 Some also commented on the fact that there were no route options consulted on

Written Feedback

The following summarises email feedback provided to either the consultant team or the City Bikeways Team. A redacted transcript of all email feedback and attachments is provided at Appendix 2.

Over the course of the consultation period, 69 direct emails were received by both the consultant team and the City Bikeways team. There were approximately 30 phone calls received, with the majority providing follow up emails captured by the consultant team or City Bikeways Team. In six cases, it was indicated that they were unwilling to provide feedback in writing, and as such, these phone calls were summarised and included in this summary. Twelve of these emails were questions or suggestions and did not comment on support or opposition to the bikeway. Three responses were questions only, and did not express a direct opinion.

Of the 66 responses which expressed direct opinions:

- 45 (68%) were broadly supportive of the bikeway. Of these responses:
 - » 15 respondents supported the bikeway for the safety benefits
 - » Five were supportive but with design suggestions
 - » Ten expressed concern with the dog-leg route
 - » Two were concerned by the loss of car parking
 - » Two was concerned for safety reasons (for cyclists, specifically at the Franklin/Flinders/King William intersection, and the exit to the car park at 185 Victoria Square)

- 21 (32%) were unsupportive/opposed. Of these responses:
 - » Seven expressed concern about parking losses
 - » Six expressed concern about congestion impacts
 - » Six expressed concern about safety
 - » One was concerned about disability access
 - » One was concerned about impacts on the State Centre Car Park (this was also submitted via YourSay)
- Seven responses addressed the centre-road option
 - » None were supportive of it as a first choice
 - » One was supportive of it as a compromise solution

Ideas and suggestions included:

- Drinking fountains along the route
- A cycle path alongside Dequetteville Terrace (due to the closure of paths for events such as the Fringe, allowing an alternative route)
- As an alternative to the bikeway:
 - » “Paint the entire length of every on-road bike lane in the city with the same green stuff you currently have at many traffic lights”
 - » “Erect signs at all major road entry points to the city that say: You Are Now Entering A Cycle Safety Zone. Or they could read: This is a Cycle and Bus Priority and Safety Zone.”

Group Feedback

Interest Groups

The following groups concerned about cycling and road use made submissions. Note that business precincts were contacted, and the consultation team did attend a meeting with the Grote Business Precinct, however this meeting was not intended primarily for the provision of feedback, but rather to answer questions and direct people to the YSA page, and as such is not included here.

Bike Adelaide

Bike Adelaide (formerly the Bicycle Institute of South Australia) has provided a five page submission, which is provided in full in the attachments. They express support for a kerbside bikeway, and their wish to see the bikeway support businesses as it has elsewhere. They provide the following list of requirements to ensure safety and comfort in the design and delivery of the bikeway:

- 1 The Bikeway width delivered is 2.5m except at pinch points (e.g where outdoor dining areas already exist)
- 2 Riders are protected at intersections with a Dutch style intersection approach (planned for future delivery when funds are available).
- 3 Sufficient buffers are provided to prevent dooring from parked cars/delivery vehicles
- 4 The Gawler Place contraflow lane is well designed for bike safety.
- 5 Signals at Gawler Place allow for quick, safe and easy bicycle movements.
- 6 Concrete kerbing (for buffers) should not be 90 degrees but rather slopped to prevent pedal strike.
- 7 Side street turning movements are safely managed by deliberate tight turning corners to slow traffic speeds.
- 8 Safe landing spaces and crossing points for pedestrians/car drivers are provided
- 9 Drivers are provided with good visibility of bicycle lane traffic
- 10 Contraflow bicycle access is provided along Gawler Place from Pirie Street to Wakefield street to increase connectivity to the new bikeway from the east.

They have also suggested further discussion on lowering the speed limit to 40km/h.

They supported the approach of delivering the bikeway now, with further upgrades as funds become available. Such upgrades are likely to include greening, which Bike Adelaide believed would be beneficial for all road users.

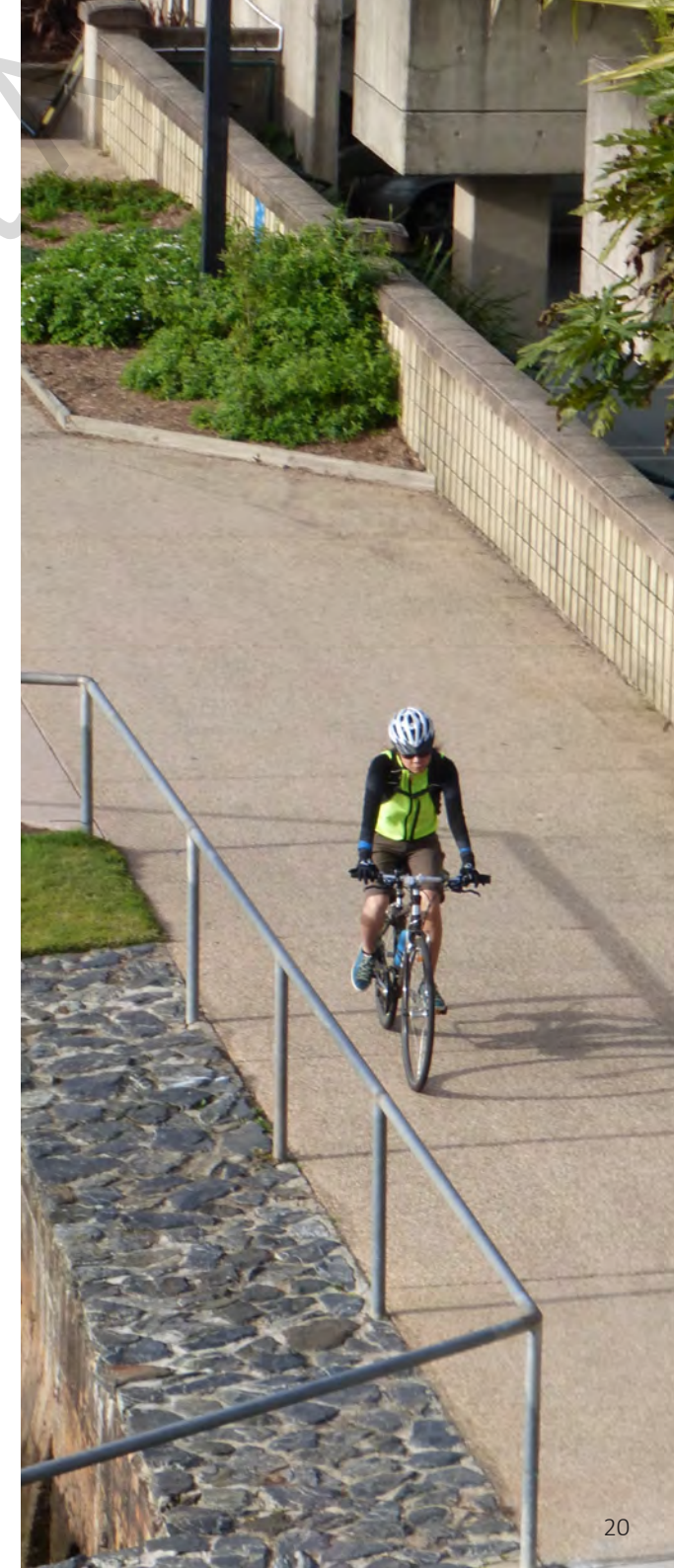
They strongly opposed the centre road design, and preferred a straight route down Flinders and Franklin Streets. To this end they noted evidence of property price uplift, reductions in rental vacancies, retail spend, and gains to business from street investment in cases where bikeways are introduced, though they did not cite such evidence.

Regarding car parking, they did note the importance of providing sufficient spaces for the following:

- People with physical needs
- Taxi drop off/pick up
- Student drop off for younger students/students with special needs
- Convenient deliveries

They also encouraged the provision of cycle parking, and public art, subject to funding constraints, noting that this may be provided at a later date.

They expressed further concerns regarding process and other broader strategic questions, which can be seen in their full submission.



Royal Automobile Association

The RAA's submission noted that consistency with the Frome Street bikeway would have benefits in terms of providing a route design that city road users are familiar with. They noted that a continuous, segregated route will encourage greater uptake of cycling through the provision of safer infrastructure, which would be expected to reduce casualty crashes. It did however note several challenges:

- Conflict with vehicles turning at intersections, and into or out of driveways
- Conflict with kerb protuberances for outdoor dining and green spaces (integrated design required)
- Conflict with passenger pick-up and drop-off locations at various schools, accommodation buildings and bus-stops (integrated design required)
- Loss of street parking
- Existing established trees along roadside (integrated design required)
- Effective allocation of space for bicycle lanes, associated barriers, as well as existing infrastructure

From their recent "Risky Rides" survey, they identified the following issues which would relate to the East-West Bikeway, and suggested the following treatments to avoid them.

Further, they provided the following broad assessment of the toolkits:

- Toolkit 1 – line-marking + flexi posts
 - » Appropriate for some passenger pick-up/drop-off spaces, but not as a 'long-stretch' treatment; the community expects a bikeway to the standard of the Frome Street North-South bikeway
- Toolkit 2 – concrete buffer + integrated greening
 - » Appropriate for the majority of the route, as it is consistent with the Frome Street North-South bikeway
- Toolkit 3 – bus stop islands
 - » Appropriate as long as lines of sight and view of pedestrians is maintained
- Toolkit 4 – planter boxes
 - » A high maintenance treatment that does not necessarily contribute to a safer design (especially considering that it creates potential sources of leaf and limb debris)

They then proceeded to apply this in a more detailed manner to the route. This can be seen in their full submission, which is attached.

Active Living Coalition

The Active Living Coalition was supportive of the bikeway proposal, and the health benefits that greater uptake of cycling would bring. Their full submission is attached.

Freestyle Cyclists

The following summary was provided by the President of Freestyle Cyclists.

"Freestyle Cyclists Inc. strongly supports implementation of the East-West bikeway. The safest and most effective design for an East-West bikeway in the Adelaide CBD involves placing the bike path between the footpath and parked cars where angle parking (rather than parallel parking) is in effect. This treatment is also likely to be the lowest-cost option. If implemented successfully, this would serve as a template for further bikeway developments in other areas with angle parking, such as Sturt Street/Halifax Street and Rundle Road. The idea of a bikeway along the centre of the road is undesirable as it would probably be less safe than a curbside bikeway, as well as more expensive."

The more detailed submission is included. However, the calculations they provide suggesting that angle parking could fit in the road width are not supported when considering the applicable design standards.

South East City Residents Association (SECRA)

SECRA's submission supported a straight route along Flinders-Franklin Streets based on concerns regarding the dog-leg design, schools, and the eastern exit of the bikeway at the Britannia Roundabout. SECRA was supportive of greening measures, such as on Frome Street. They were supportive of provision for pedestrian crossings and the use of centre-islands for this purpose. They did not feel that car parking was a major issue, outside of the areas near schools. They were generally not supportive of the centre-road option.

Their full submission is available as an attachment.

Issue	Treatment
Discontinuous cycle lane through intersection	Alert motorists to the presence of cyclists through the provision of adjusted turn paths, raised bicycle lanes at key locations and coloured pavement
Traffic signals not responsive to cyclists	Install traffic signals / inductive loops for cyclists is desirable (three-aspect lantern at bicycle rider eye height, separated from other lanterns to avoid confusion) Early start phasing for cyclists is desirable (signalised intersections) subject to impact on overall network performance
Difficult to cross/turn right at intersection due to high motor vehicle traffic	Use hook turns, altered phasing, or alternative intersection designs

Route Stakeholders

Feedback in this section was provided primarily through a series of meetings with stakeholders along the route. Summaries of these meetings were written and provided to the stakeholders for confirmation. They were then anonymised; which has resulted in the removal of some contextualising statements.

Stakeholder 1

Stakeholder 1 is supportive of bikeways but provided the following points regarding the potential location of a bikeway in front of their site:

- The bikeway will need to consider conflict between vehicles (opening doors) and bicycles
- The bikeway design will need to consider conflict between the bikeway and crossing children
- The design will need to consider peak demand for on-street car parking
- The design will need to consider bus parking for excursions, camps and events etc.
- Is there an opportunity to consider broader traffic planning (eg. alternative drop off and pick up locations, changes to side streets, traffic circulation?)
- If a bikeway were to go ahead, Stakeholder 1 would prefer it in the centre of the road, as per the Sydney example provided in the design guide

Stakeholder 2

Points raised in the meeting with Stakeholder 2 include:

- Drop-off/Pick-up
 - » No dedicated drop-off area currently exists, with two half hour parks immediately in front
 - » A clearway was considered undesirable given the need for drop-offs and pick-ups
 - » The area in front of Stakeholder 2's site would need to consider accessibility requirements, and likely raise the bikeway to kerb level to allow for this
- Safety
 - » While the users of the site are typically older children and therefore more able to deal with traffic, there remained some concern about cyclists hitting pedestrians.
 - Solutions discussed included the kerb raising and mini-zebra crossings
 - » It was generally felt that the median strip should be retained to allow for safe crossing of Franklin Street, with the potential for trees in this median strip to provide greening
- Community feedback
 - » The broader community of users of Stakeholder 2 had been directed to the YSA page to provide feedback, with two people providing feedback directly to Stakeholder 2. One person was supportive of the bikeway, another was concerned about congestion impacts.



Stakeholder 3

Representatives of Stakeholder 3 were in favour of efforts to encourage more sustainable transport. Discussion at the meeting focused on the following:

- Safety
 - » Conflicts between vehicles and cyclists have occurred along other frontages of their site, which may continue to be used by cyclists after the new route is built
 - » Concerns were largely focused about the potential for collision between students and cyclists
 - Potential solutions discussed included raising the bikeway to kerb level, and mini-zebra crossings. Speed limits (given that these are the same as for cars on the road) were also discussed.
 - Further thought in detailed design may be given to the delineation of space on the footpath for safe systems design to prevent inadvertent entry into the bikeway by pedestrians. This would support east-west dispersal on the footpath and minimise encroachment on the bikeway
- Parking
 - » Loss of car parking was a concern raised by Stakeholder 3 representatives. It was noted that the loss of car parking would be minimal if any, due to the existing parallel parking arrangement.
- Traffic flow
 - » The need for two lanes of traffic in each direction was noted as being of importance. It was noted that this was intended, as was the retention of the existing median.
- Route
 - » Representatives generally felt that the dog-leg route down Gawler Place was unideal, and that the route should continue straight along Flinders-Franklin



Stakeholder 4

Stakeholder 4 is supportive of an east-west bikeway and believe an alternative route is more appropriate.

- Stakeholder 4 discussed options including use of Grote and Flinders St, which would then avoid any disruption to 3 large inner city schools.
- They are concerned by any reduction in parking, which would lead to increased congestion at peak times.
- A route taking in 3 large schools doesn't appear appropriate, given the risk of harm that would cause, in their view.
- They provided the following points regarding the potential location of a bikeway in front of their sites:
- The bikeway will need to consider conflict between the bikeway and crossing pedestrians
- The design will need to consider peak demand for car parking (noting the short-term improvements due to the development of the Wakefield St Hospital, with this likely to return to previous conditions once new tenants move in), again leading to increased congestion.
- The design will need to consider existing and emergency access points.
- The design will need to provide for disability access.
- The design will need to consider a safe zone for school drop-off/pick-up at all school campuses.
- The design could integrate with the gravel verge section between the formed footpath and angle parking where this is present as this was noted as a trip/slip hazard.
- Is there an opportunity to consider broader traffic planning , for example one-way traffic on side streets as a drop off and pick up; pedestrian island on Wakefield Street; crossing locations near bus stops?
- If a bikeway were to go ahead on Wakefield Street, there is interest in understanding the implications of a centre road design.
- In relation to the bikeway design toolkit options, the Adelaide north-south bikeway treatment was preferred. Planter boxes were not-preferred and would need to consider visibility and safety for small children. The aesthetics of option 1 were considered by Stakeholder 4 representatives to be exceptionally poor.
- Is there an opportunity to consider community participation in the bikeway design such as school student involvement in public art-amenity?
- Has any data been gathered on increased bike usage resulting from the bikeway, for school children? Currently, a very low number of students ride to school for the schools along the route, and Stakeholder 4 representatives suspected that that number would not increase dramatically. They viewed this as another reason for an alternate route.



Stakeholder 5

Stakeholder 5 are not opposed to cycling, and are not necessarily opposed to a bikeway, but do have concerns around the level of strategic thought that has gone into the proposal. The following points were made in this consultation meeting:

- The key to Adelaide's improvement as a city in the coming years will be around attention to detail.
- Their site sits at an important crossroads of access through the city, linking the market and points north such as the Riverbank Precinct. The bikeway must be able to mesh with access arrangements and permeability in this context.
- A more strategic vision for the street is needed for improvement, which could potentially include a bikeway.
- Beautification of the street such as with vegetation would be important in any upgrades to the street.
- Whatever does happen must be done with careful consideration of the 'bigger picture', consider the vision for the street and include stakeholders in the discussion
- The bikeway project is much more likely to be supported if it is sold to the community as part of a broader overall vision for the street

Stakeholder 6

Stakeholder 6 provides both short and long term accommodation for people living with disability and older residents in retirement living, and as such have an increased need for accessible parking including for drop off and pick up.

The building, which includes a 24x7 public changing place facility for people visiting Adelaide with a disability has been designed to meet the most demanding accessibility requirements for residents, visitors and the general public. It was considered essential by Stakeholder 6 representatives that free and unimpeded access into and out of the building for people with mobility issues or living with a disability is accommodated. This includes the ability to be dropped off or picked up at the front door entrance on and for vehicles including access cabs and ambulances which frequently require access to the building to be able to have direct access to the front of the building without the need to traverse vehicle or bike lanes.

Stakeholder 6 representatives were broadly in favour of encouraging cycling, noting the extensive end-of-trip facilities in the building. However Stakeholder 6 did not believe that the interests and amenity of bike riders should take precedence over the safety and interests of people living with a disability who live in, visit or use the various dedicated facilities of their building which have been purpose designed for their use.

Discussion at the meeting focused on the following points:

- Safety of access
 - » Given the mobility needs of many residents and clients of Stakeholder 6, the ability to safely access and egress from the building is of vital importance. At present, there is only one accessible dedicated parking space on the secondary frontage.
 - » The secondary frontage faces the following issues with regard to its accessibility:
 - Lack of crossover
 - Given that most vehicles load and unload from the rear, the lack of crossover makes it impossible for wheelchair users to access the footpath. This forces people to use the crossover at the intersection with Franklin Street, which is not considered to be safe.
 - Footpath quality
 - The footpath at present is only wide enough for a single person, which makes wheelchair access difficult which forces some residents and visitors to approach the building via a smaller side street to the primary frontage to gain access
 - The footpath is undulating which further complicates and creates risk for those with mobility issues
 - Planned upgrades as part of the Market-Riverbank Link have not yet occurred on this street. Discussions between Stakeholder 6 representatives and Council staff to rectify these issues is ongoing.

The primary frontage of Stakeholder 6's development is well used as a drop-off zone. Many people with accessibility requirements would be dropped off here. If the bikeway were to be at the side of the road, anyone being dropped off here would need to cross the bikeway to move between their vehicle and the building unless the bikeway was designed to be on the inside rather than outside of the vehicle drop off zone. They would likely also be moving at a slower pace to many other users who would be crossing the path if the bikeway was between the drop off and entrance to the building.

- » Stakeholder 6 representatives noted that the centre-road option would remove this issue or alternatively accommodation for a drop off zone immediately adjacent to the footpath (noting this may require a narrowing of the bikeway and some use of the current footpath to allow for a car drop off zone in front of the main entrance on Franklin Street.
- » Other solutions discussed included narrowing the bike path, raising the bike path to kerb level, and zebra crossings where cyclists would give way to pedestrians
- Amenity
 - » Stakeholder 6 representatives queried the plan to improve the streetscape of the boulevard, and the public realm amenity proposed. Greening was considered to be most desirable, and Stakeholder 6 would be opposed to the bikeway if it did not include such amenity improvements.
- Route
 - » It was generally felt that the dog leg compromised the value of the route, and that a straight route, such as along Grote-Wakefield, would be preferable. Alternatively a direct route further south of Grote-Wakefield would potentially provide a better and less disruptive option for the bikeway

Stakeholder 7

Stakeholder 7 owns two buildings along the route. Discussion at the meeting focused on the following topics:

- Car parking and congestion
 - » Concerns around the minimal amount of parking in the area and the impact a bikeway could have on traffic flows along Flinders Street
 - » A clearway was discussed, with Stakeholder 7 representatives noting that this could have negative implications for early morning deliveries for food and beverage businesses
 - » Further discussion was had around parking controls and the impacts these have on tenants and businesses including loading zones, metered parking and short term parking
 - Tenants would be directed to the YSA page to provide such feedback, and any feedback received from tenants by Stakeholder 7 would be passed on to the consultation team
- Construction disruption
 - » Concerned about the impact of works on business operations
 - » A lightweight treatment was preferred in order to minimise this
- Aesthetic appeal
 - » Believed greening would benefit the streets and any introduction of greening in conjunction with the bikeway is a positive
 - » Planter boxes were seen as useful to this end



Image Credit: Charter Hall Group

Stakeholder 8

Stakeholder 8 did not object to bike riding and the need to encourage it, but were concerned about the need for separation, and the potential conflicts and changes that this may cause.

Specifically, there were three key areas of concern:

- Safety
 - » Many community members are older, and the introduction of a separated bikeway could complicate their ability to access the site.
- Car parking
 - » The site will at peak times have several hundred people visiting. A reduction in car parking as a result of the bikeway would force people to park much further away.
- Access
 - » While this element ties in with the above points, there are specific access needs, for example for hearses at funerals. At present, several angle parking spaces are marked off using cones prior to the arrival of the hearse and associated vehicles. These are removed once these vehicles arrive.
 - It is important that accessibility for these vehicles is retained.
 - » Further discussion noted that people would often be dropped-off and picked up immediately in front of the site, while the car was parked further away.

Stakeholder 8 further submitted a response to the questions on the YSA page by email. This response was cosigned by 270 regular users of their facilities. It has been included in the YSA section as one response.

Stakeholder 9

Stakeholder 9 controls two office buildings along the route. They have extensive and well-used end of trip facilities, and noted that many people in their buildings do cycle to work at present, and would likely benefit from the proposed bikeway. Having consulted with their tenants, they passed on the following concerns:

- One tenant (Stakeholder 10) were concerned about the safety of cyclists, vehicles and pedestrians. This is further addressed in their submission, which is included in this report.
 - » It was further noted that there is a mail zone in front of one of their sites. Access to these post boxes would need to be considered in detail design.
- Ground floor cafés exist in both buildings, and they raised concerns about loss of business due to customers no longer being able to park in front of them, based on a potential clearway during peak times. There is presently ¼ hour parking in front of one building, and ½ hour ticketed parking in front of the other.
 - » Discussion was also given to the use of these spaces for loading. Further discussion in detailed design may seek to consider this.

Stakeholder 9 representatives also passed on a note from one more of their tenants. This stated: “The [Government Minister] uses the car park in front of [building] as a pick up / drop off point (frequently/daily). This would create a problem if it were to become a clearway.”

Stakeholder 10

Stakeholder 10 occupies several spaces within the Stakeholder 9 buildings described above. They strongly object to the proposal on the grounds of safety. They note the substantial number of movements (around 400) of vehicles (including vans and trucks of over 12m in length) turning from Franklin Street onto Post Office Place. These conflicts may need to be further considered in any further work on the bikeway.

No meeting was held with Stakeholder 10 representatives, with concerns being passed on by Stakeholder 9. A letter from Stakeholder 10 outlining these concerns is included in Appendix 4.

APPENDIX 1 - LETTERS TO BUSINESSES



25 Pirie Street, Adelaide
GPO Box 2252 Adelaide
South Australia 5001

T (08) 8203 7203
F (08) 8203 7575
W cityofadelaide.com.au

ABN 20 903 762 572

Enquiries: Customer Centre

05/02/2021

First Name Last Name
Address line 1
SUBURB
STATE POSTCODE

Dear Sir/Madam

East-West Bikeway

The City of Adelaide is partnering with the State Government of South Australia to build two separated bikeways through the City; one from north to south and the other from east to west.

The proposed route of the East-West Bikeway utilises Franklin Street, Flinders Street, Gawler Place, Wakefield Street and Wakefield Road.

Bikeways provide a healthy transport option that are sustainable and economically viable. They are key to ensuring that Adelaide remains one of the world's most liveable cities.

Creating a safe, affordable, accessible, well-connected city for people of all ages and abilities and for all transport modes is identified in Council's Strategic Plan 2020-2024 as one means of achieving our Thriving Communities outcome.

Implementing city access projects, including bikeways, will assist in achieving a liveable city by providing more choices for people as they travel to and within the City, whilst balancing the need to retain access by motor vehicle.

We recognise that the introduction of separated bikeways to city streets presents a significant change. We are committed to working with stakeholders, particularly those along the proposed route, that will be impacted by this project to ensure that the streets continue to operate effectively, whilst creating a better balance of space for all people.

We are currently seeking feedback on the project. The feedback period closes on Friday 19 February 2021.

To find out more about the project or if you would like to provide feedback please visit www.yoursay.cityofadelaide.com.au/city-bikeways. Alternatively contact the project engagement team, to provide feedback or to arrange a meeting, via:

T: 0407 773 198
E: ben@holmesdyer.com.au

Yours sincerely

Matthew Morrissey
Associate Director Infrastructure

APPENDIX 2 - REDACTED INDIVIDUAL COMMENTS

Direct email responses redacted for presentation.

Where communication was in the form of a physical copy of the engagement pack, this has been included in the YourSay responses

To whom it may concern, I wish to express support for the need of a safe route for cyclists through Adelaide. While the proposed route through the city may not suit all stakeholders it would be disappointing for this project not to proceed or lose its government funding. I am anticipating a shift to cycle based transport in the near future due to the relocation of the Women's and Children's Hospital to the Western side of the city. With limited parking space available at this location a safe and efficient mode of traversing from East to West would be extremely beneficial. I hope that the relevant persons responsible for agreeing to this proposition consider the wider benefits to the Adelaide community.

It feels like this is just going round in circles. Although this route isn't perfect, it is much better than nothing. There needs to be a protected separate cycleway running E-W in Adelaide. No doubt there will be objections but it is the job of the Council to balance the pros and cons of this project. Adelaide is being rapidly left behind and has become an unpleasant car dominated city. I hope this project goes ahead but with Team Adelaide involved, I suspect it won't and they can divert the money to building more car parks. The Hyde thought bubble of diverting the money to more painted lines to "encourage" cycling is a waste of time (and he knows this well). Best of luck getting this through.

I have heard about the proposed East-West bike way – it is a bad idea. I drive down Frome rd a lot and so I am familiar with that bike – what a bad design it is just plain dangerous now the vegetation has started to grow it is hard to see bikes on the bike lane and you have move forward into the bike lane blocking to see any oncoming traffic on the road. I have not seen any increase in use of cyclists using the Frome rd Bike lane over the past several years. It has just stuffed up the traffic flow down Frome rd for no benefit. Based on my experience in the Frome Rd Bike Lane any Bike Lane set up in Wakefield St will be far as worse as it is a lot busier than Frome rd as it is the major East/ West route across Adelaide. Greenhill Rd is busy and I doubt it could deal with any increase in traffic because of cars using it instead of Wakefield St. If the bike lane is designed similar to the Frome rd design then there will be increased risk of accidents both car, bike and pedestrian due Wakefield st higher traffic load both of the road and footpath. It is another costly idea that will bring no benefit to anyone, and only implemented because the ACC want to be seen as green sure the cash strapped council could better use this money elsewhere?

I'm confused on the bikeway as it appears from google maps that there is already a bikelane that runs along wakefield st. How would the bikeway differ from existing? Is it a just a matter of segregating the bikeway from the cars via planter boxes and small medium strips. If so how many parking spaces along Wakefield Street would be lost?

I am wondering how much thought has gone into provisions for students attending Christian Brothers College on Wakefield St. I am concerned for the safety of children. With parents dropping their children off outside the school will there be a speed limit for cyclists? Small boys will be unlikely to be on the lookout for cyclists as they cross the bikeway on their way into school.

I am writing to you in regards to the proposed bikeway in Wakefield St. My son currently attends CBC in Wakefield St. The pick up and drop off times at the school get very congested as it stands and I feel the introduction of a bikeway will impact this even more. I feel it will also greatly reduce the amount of car park spaces on Wakefield St and will heavily congest the surrounding streets that will result in making it very unsafe for the students. I hope you take into consideration the impact it will have on the school and the safety of the student community. Thank you for letting me voice my concerns.

I am writing to voice my support for the East-West Bikeway and implore you to proceed with this desperately needed infrastructure.

We decided to make the city our home in 2007 at a time when the first separated bikeway was being rolled out and we were optimistic that more would follow. Over the following 14 year period we have seen very little if any progress to the protected bikeway network and we believe that this has been detrimental to the positive feelings we once felt regarding living in the city and how friendly our city feels. Back then the promise of a safe bicycling network made us feel like the city wanted us to move around it without relying on the car, without relying on finding a car park, but sadly the city has let us down and we feel the city is letting down a lot of people.

It isn't all doom and gloom though. Traveling North-South between South Terrace and Rundle Street on the current protected bikeway is truly amazing and a joy for us, especially now that we have our 18 month old daughter in the cargo bike with us. We feel so safe and protected knowing that a distracted driver isn't going to rear end us and kill or injure us and our baby girl is safe. I feel sad that some people would prioritise a few carparks over the safety of our family and other families like ours. I also feel sad hearing news that some schools are prioritising carparks over the safety of their own students who may wish to cycle to school along the proposed bikeway routes. You would think the number one priority of a school is the well being of its students and keeping them from being harmed.

I don't like to admit it but I'm a naturally shy person, introverted some might call it, so I don't like voicing my opinion and making a scene, so growing up I never imagined I would be the kind of person that writes letters to the council asking for changes to our community, but having ridden bikes my whole childhood and then becoming reunited with the bicycle as a form of transport in my late 20's I feel that this is an issue that is worth lending my voice to. The humble bicycle has the potential to make all the areas of our city feel accessible without the need for a car, we just need to link these bikeways together into some form of a cross through the middle of the city. No matter what streets are chosen there is always going to be parties opposed due to car parking losses, so it is just a matter of deciding if a protected bikeway network is required as an amenity to the community or is it not required. If it is required then it should happen regardless of the opposition, and if it is not required then at least tell us and stop stringing us along with the promise of one day, this way we can make an informed decision about whether the city is the right place for us to raise our family because the promise of a protected bikeway network was a massive factor in deciding to live in the city in the first place for us. We moved into the city with the hope of having a protected bikeway network one day and have already waited 14 years. We now we have a daughter who in the not too distant future will be riding her bicycle to school so we feel even stronger the desire for this network to be completed. We have waited and pleaded and begged for long enough, so once again I would implore you to please provide safe passage to our family and others like us who wish to get around the city without fear.

I'd just like to express my concerns for the proposed bike way along Wakefield street.

Wakefield street is already very chaotic and difficult for parents of the CBC senior and junior school to park.

Crossing Wakefield street to get to the junior school is already very dangerous, putting a bike way there so pedestrians have to negotiate cyclists too would be a nightmare. There are already bike tracks through the parklands as well as plenty of bike lanes through the city. Frome street is an example of one of the most congested and badly designed changes to the city for the benefit of cyclists I'd hate to see the same down Wakefield street where traffic flows nicely.

It would be more beneficial for council to look at a crossing on Wakefield street perhaps to make things better for pedestrians rather than cyclists. Perhaps even look at creating a specific drop/pick up zone around the school that the school has been suggesting to council for some time to my knowledge.

understand that you are seeking feedback on the proposed bikeways.

My comments relate to the East-West bikeway particularly along Wakefield Street in front of the CBC senior and junior campus.

I work in the city and drop my children off at a city based school - CBC. I have studied and worked in the city for many years.

My children and I drive five days a week to the city, as it provides us flexibility, safety and reduces time wastage that occurs when using the public transport system. As you can appreciate in this day and age most of us are time poor.

What I have noticed over the years, particularly with the Frome Street bike lane, is that congestion during peak hour traffic is progressively getting worse.

What is most concerning with the Frome street bike lane is the lack of policing of parking in no parking areas during peak hours, which causes traffic congestion, dangerous driving, accidents and delays in a trip which should not take long at all (a drive in peak hour from the Adelaide Zoo to CBC senior campus can take up to 20min or longer). Taking the city ring route is not any better.

Having a bike lane in front of any school grounds where there is constant drop off and pick ups such as Wakefield Street, would be too dangerous for our children. The safety of our children should be paramount.

Bike riders generally do not stop or give way to anyone, children of all ages and parents will be constantly crossing over the bike lanes to access the campus's. The Frome Street bike lane that passes the senior campus already causes issues for children and their parents and limits parking.

As noted above car parking areas for school drop off and pick up is limited already. Any further loss or limits of car parking will cause further congestion and safety issues for the school and its students.

It must be remembered that this is a school, where parents, students and teachers require easy access. We should not be penalising parents, restricting access or making it difficult for families to come into the city.

An alternate route away from both campus would be preferable and more practical.

Our family of four live in Torresville but we shop in city, 2 children go to school in city and one parent works in city. We oppose the bikeway for several reasons:

1. It is in same street as both our children's schools being St Marys & Christian Brothers College.
2. We have safety concerns for our children if bikeways go so close to school
3. We have safety concerns for bike riders going so close to school as it get's busy before and after school
4. We are disadvantaged if there are fewer car parks around school as we need to drop off & pick up children. Unless council opens more car parks in area or provides permits for free parking for student's parents.
5. Businesses who will be disadvantaged by fewer carparks.
6. Businesses will be disadvantaged by the stigma and inconvenience of having bikes whizzing past
7. Retails in the CBD is struggling, bikeways replacing carparks will only deter customers from visiting the city
8. Patronage to the city has reduced 30% in the past year. Less parks will drive another stake in the heart of struggling businesses

Suggestion - place the East-West bikeway along the north or south parklands where it is less nuisance and has less impact on rate paying businesses. Please look after the City ratepayers and people who patronage the city. Further to my previous email, I am providing some further feedback. I read with interest the Engagement Pack.

- Improve health
- Reduce pollution
- Reduce congestion
- Better connect neighbourhoods and streets
- Make it cheap and easy for people to get around
- Provide a safer street environment
- Reduce carbon emissions

These things are good but they are geared at providing for people who live in the city. Our city is different. Most people who use the city are from the suburbs. The list of benefits for city dwellers are NOT necessarily the needs of the people who keep the city alive - workers, shoppers & businesses.

I am sure you would agree that bike lanes do NOT make it easier for people to get around if they are driving to work, delivering, driving kids to school, going to shop and all those other reasons for visiting the city. And safety is questionable, particularly if not through existing parklands. In any case safety is not reciprocated to non bike riders, particularly pedestrians.

I understand that ACC feels compelled to be green, but please keep in mind that if you kill city patronage then you may not have a vibrant city to care for.

I have children attending St Aloysius College and Christian Brother College, both on Wakefield Street, and I am concerned how the proposed East-West Bikeway may make drop-offs and pick-ups dangerous for the students. There is already an issue at both locations with parents double-parking, whereas I personally always loop around the block until I can find a safe park.

Could you tell me how the bikeway will change the existing drop off zones on Wakefield Street at both schools?

If parking is going to be reduced, is there an option for you to move the bikeway to another street that doesn't have school drop off zones? Perhaps Flinders Street? Or can we increase the number of school zone parks on other adjoining streets to the schools?

I have viewed the proposal and wish to make the following comments:

Any cycling infrastructure is better than no cycling infrastructure

For too long, cars have held a priority in our planning and it is time to rethink this - for environmental, health, and social reasons

It seems that changing the route from one road to another partway through the design seems to prioritise cars and parking needs over cyclists, again

Designs should be safe enough to encourage anyone to ride and use the bikeway - from children through to occasional cyclists

When you make it easier for cyclists to access the city, you increase the number of people coming in, stopping and spending money

A bikeway should not be a single add on, but should be part of a comprehensive plan to reduce motorists and increase public transport, cycling and pedestrian options - without a reduction in motorists, you increase the risks to pedestrians and cyclists

Having 2 bikeways across the city are not enough - there needs to be a safe network across the whole city, including bike only streets, available and secure bike parking, covered bike parking, smooth and pothole free roads and lanes, clear markings so cyclists don't have to weave around pedestrians but have their own spaces and routes

I hope the Council can move from old ways of thinking to truly embrace cycling infrastructure and create a more modern city which prioritises environment, health and social needs.

As part of the Christian Brothers College community at the Junior campus I wish to provide the following input regarding the East West Bikeway.

I am certainly an advocate for more biking options throughout our city and suburbs. I think it will be a significant bonus to the school also.

My concern is with how the Council is looking to assist the school with safe drop off and pick up areas for vehicles. As a parent who does drive children to and from school, parking can be difficult already, let alone taking more parking and drop off/pick up areas away.

As juniors they are too small to walk across roads with so much traffic by themselves so parents have to walk them to the gate, this requires parking a vehicle.

I truly hope that all schools are taken into consideration through this process, the other alternative is to run the Bikeway along the length of Flinders St. this has less traffic, particularly on the Eastern end, rather than the busy city thoroughway that Wakefield is.

I visit the City of Adelaide daily, Monday to Friday. I have three sons at Christian Brothers College, two at the Senior Campus and one at the Junior Campus. Our businesses, Opex Consulting and Xeppo are located at 26 Flinders Street, so the East-West bikeway will heavily affect our daily commutes. I am not opposed to the bikeway, but think this requires more consultation with the community and businesses and all the design information to be provided before that consultation can occur. It seems wasteful and unprofessional to ask for feedback without providing the information required to make informed judgments.

Q1. Do you support the proposed design principles (see page 11 of the Design Guide) of traffic and parking lanes, separated bike lanes and existing footpaths in each direction?

- a) Yes, as shown
- b) Yes, with minor changes
- c) No, do something different

C – No, do something different.

Parking at Flinders Street, near Victoria Square is very difficult at all times of the day. If any parking is removed, it will be even harder.

I'm very concerned about safety of students on Wakefield Street, especially at the Junior Campus. Although there are no clear plans available for the bikeway at this stage (and this makes it more difficult to assess the issue), if the set up is like the current bikeway on Frome Street, children would need to cross the bike lane to reach the parked cars, which is unnecessarily risky and potentially dangerous. I wonder why the bike way has not continued the length of Flinders Street, right to East Terrace – a much quieter street at all times of the day? It would be much easier to link this bike way through the parklands to other routes.

Q2. Do you have any comments on the design approach for a two-way separated bikeway in the centre of the street as proposed by the City of Sydney? Adelaide??(see page 5 of the Design Guide).

It makes it very hard to comment when the Design Guide is not available online:

Q3. Do you have any comments about the proposed bikeway design?

I like the idea of safer bikeways for health and environmental purposes, but safety is also an important aspect to assess. In this case, it should run the length of Flinders Street and not turn down Gawler Place and Wakefield Street.

Q4. Do you have any comments about the proposed parking layout?

Again, there is no information available about the parking layout as the Design Guide is not available online.

Q5. Do you have any comments about the proposed associated street improvements?

Again, there is no information available about the parking layout as the Design Guide is not available online.

Q6. Do you have any further comments or suggestions (including route alignment or design)?

Yes, use Flinders Street, rather than Wakefield Street. There is no sense in blocking up the main traffic throughfare through the city with bike lanes when you have a quieter street (Flinders Street) available for use for bikes, which links up beautifully to the parklands – bikes can ride through the parklands, traffic can't drive through them.

I support this improvement in Adelaide's active transport plan.

Furthermore I agree with the following statement;

1. The proposed design and route will provide a safe low-stress cycle route for people to access the city from the east and from the west.
2. While a route directly along Flinders is preferred, we deem it to be an almost impossible mission to achieve and therefore support the alternative route proposed.
3. The centre of the road option is untested, unsafe, and unfeasible (a distraction aiming to derail the project by opposing councilors not recommended by staff).
4. Delivery of the proposed street design will increase the number of people cycling to the city for the many benefits it will bring. Delivery should not be delayed any longer.

Also 'Team Adelaide' opposition to this improvement is based on the false premise that we cannot afford to lose kerbside car spaces. In fact, car parking is available in several parking stations (with plenty of capacity) in both the two primary streets of the proposed route.

I am a Mitcham resident who frequently cycles to the city using the Rugby - Porter route and the Frome Rd bike way.

I support the provision of an east west bike way. The proposed route is acceptable. I do not support the idea of putting the bike lane in the centre of the road.

I look forward to seeing more provision for safe cycling in Adelaide and the suburbs. Thankyou for your contribution to that.

I am writing with feedback on the proposed East West bike way. I am totally on board with the initiative and look forward to using it. However I have a concern as a parent of a student attending st Mary's college on the corner of West tce and franklin St. There is extremely limited parking at this corner. I fear for the safety of children and cyclists at extremely busy drop off and pick up times. If parking spots and drop off zones are removed there is no safe zone to pick-up or drop off students. How is the bikeway going to co exist with the school zones. If they can't coexist how is the council going to solve this? Note that there is limited access to the grote st entrance due to the church access and a bus stop close to the school entrance.

I live in the city and cycle regularly. I also have a car. I fully support the above proposal as it is sorely needed to move safely through the city. Also let's make Adelaide a city of the future where micro mobility is accommodated along with cars. The beneficiary cycling are well known.

I agree completely with Stephen Yarwood's article in InDaily 15 December 2020. I urge your committee to read this article if they have not already done so. A succinct cogent balanced and well argued case for accommodating more cycling in Adelaide

This is a very complex set of information and it is made even more difficult to comment because you have not suggested a complete proposal but rather different possibilities and scenarios. I would have liked a complete proposal that we can comment on.

However...

some comments that may be helpful.

I see no reason whatsoever for the bike path to have to go from Wakefield street to Franklin street. It could just as easily continue from Wakefield to Grote street in a straight line. Both streets are of similar widths.

I also see no reason not to get rid of all parking spaces along the path. There is a plethora of parking in Adelaide, much more than many other Australian cities. Adelaide is paying lip service to cycling only. This is evidenced by the inordinate delays in finishing off the North South bikeway and in continuing to have competitions to reward people who come into the city in cars. I am so glad I no longer have to drive a car into the city with all the delays at intersections that have increased exponentially recently. Other examples of the obsession with car traffic are the huge amounts of money spent on things like the bulldozing of buildings on Portrush road to make an intersection larger, an intersection that never gives me any trouble even now. I could go on with many other examples. You are worried about what a few businesses complain about a few parking spaces being lost when you raze entire buildings on those other road projects.

I have no concerns about what toolkit you use at different spots. The most important aspect is that cyclists must be able to use the path from one end to the other without being impeded at any stage and being safely separated from danger from cars.

I close with an observation from Memorial Drive tennis centre where, during the tennis the other day there was a sign saying "Adelaide designed for life". At this stage it should be changed to "Adelaide designed for cars". There is certainly no united passion in the Council for a serious change to a culture of people centric transport. So many places during Covid took advantage of the increases in cycling but Adelaide did nothing.

I urge that the CoA gets on with proposed route to install a separated bikeway (not in the middle of roadways) along Wakefield and via dog leg down Franklin. Immediate action is possible. Take it please.

- Supports the proposal.
 - A bike rider and he has noticed increased traffic in the city and supports designated areas for cyclists and cars as it would be safer and lead to less interference.
-

I am in favor of any new city bikeway developments however being a business owner and long term owner occupier living in the city's west end ,I am concerned about the loss of car parking(particularly for clients and visitors). Within the last few years car parks have been cut in my area with the new Uni student buildings and some 2 hour reduced to 1 hour. My family actually find it too difficult to visit me any more on week days due to restricted parking. In my area there is the Greek church and St Mary's school plus other businesses that required customer parking.

Can you please advise how many car parks will be removed from West Tce to Morphett st along Franklin St to accommodate this bikeway?

1. I transmit herewith for your ease of reference correspondence dated the 10th of February 2021 from the City of Adelaide sent to [redacted] and received by post today.
2. I am a director of [redacted].
3. [redacted] is the proprietor of [redacted].

Notice

4. The letter is dated 10th of February 2021.
5. The feedback period closes on Friday the 19th of February 2021 (7 business days).
6. The period does not allow for the period that Australia Post takes to deliver ordinary mail to the long-suffering citizens and taxpayers who on occasion, have no other option but to utilise the wonderful service provided by Australia Post!!!!
7. Accordingly, the notice period is unfair and fails to give effect to principles of natural justice, in terms of a fair and equitable period within which to provide a response.

Details

8. The letter does not provide the detail required for proper feedback
9. The letter refers the reader to a website which in turn provides an information pack on the "East-West bikeway".
10. The information pack is (to say the least), sparse on detail.
11. What is specifically lacking is:
 - a. the reasons why the East-West bikeway should be adopted , (specifically – advantages specific to the particular proposed route, not only to users of bikes, but to those ratepayers who are affected by the proposed bikeway);
 - b. the disadvantages of the proposed bikeway;
 - c. the alternatives to the proposed bikeway.
12. The information pack contains a series of questions which are so broad as to be a nonsense (particularly when the questions relate to matters which the ACC has not given appropriate particulars for consideration).
13. The information pack is such that:
 - a. it is not capable of being completed digitally;
 - b. it has to be downloaded, handwritten, scanned and then sent back – hardly a way to entice a ratepayer to address the matters in issue with so much inconvenience.

Position of [redacted]

14. [redacted] opposes (as it always has) the East-West bikeway transversing Flinders Street in whatever form.
15. I attach herewith the downloaded information pack with my handwritten responses.

General

16. Please acknowledge receipt of this email and the information pack with my responses.
-

I wish to submit my objection to the proposed City East Bikeway.

We live in apartments at 237 Wakefield Street, directly opposite Christian Brothers College.

On the western side of our apartment building is the Adabco Hotel. The Adabco Hotel has no on-site parking.

There are 56 apartments in our community scheme, with approximately 8 shop fronts on ground level that are comprised in a separate community scheme.
Our carpark is owned by Calvary Hospital and it is jointly used by the hospital staff and the residents, tenants and business owners of the community schemes.

Christian Brothers College does not have a designated off street drop off pick up facility.

There is very little paid or free parking anywhere on either side of Wakefield Street.

Each rubbish day the caretaker puts out our several bins. The caretaker is careful to do this in a manner that doesn't restrict access to the carpark and street parking, but it is difficult. Hard rubbish collections can be quite a challenge.

There is no area where service vehicles are able to park for deliveries, collections, repairs, etc. Moving day in or out of the building is very difficult.

The old Wakefield Hospital is to be rejuvenated into a medical centre. This will increase traffic flow and parking requirements in the area,

How any of this everyday movement of vehicles and goods will be able to happen if the proposed bikeway goes ahead I am at a loss to envisage.

Wakefield Street is also used by several buses. Flinders Street is not.

Please rethink the proposal and take a very good look at the area between Frome and Hutt Street. There MUST be a better way

emailed to Councilors on 13 December 2020

As a long standing city resident and business owner of 37 years in Hutt Street, I'm very fearful of what you are trying to do with these bike lanes.

Removal of car parks - you are suppose to be encouraging people to come into Adelaide to do business. We have a House of Chow Restaurant on one corner, Bocelli on another corner and Bai Long Store on the other corner, customers who dine in our venues are not going to be riding a bike and if there is not enough carparking spaces, where are our customers suppose to park??

We have a primary school on Wakefield Street - how are the families supposed to do drop off and pick ups safely (it is already congested at peak times)

Removal of left turn lanes - coming along Hutt Street, how are people suppose to turn left into Wakefield St??

From the east. how are we meant to turn left into Hutt St??

Frome Street has already caused congestion and a major nightmare for all involved - is this to happen again on a bigger scale???!?

You have these traffic counters, I'm sure you know how many people use Wakefield St. - not just during peak hour. Afternoon peak hour starts from 3.30pm when traffic is already banked up halfway up Wakefield St to go around the roundabout. Do you want more congestion. We live and work in Adelaide because its easily accessible - you want to get rid of us??

2020 has tested our tolerance, durability and the ability to come out the other end and survive. Do you want to see more businesses go to the wall because of accessibility to their businesses.

Car parking is already at a premium in our area. Take some of these spaces away and you are taking our livelihood away.

Thank you for the opportunity to comment on the above project.

I am fully supportive of Bikeways and other efforts to get people out of cars and onto bikes.

However, I am very concerned about the "dogleg" route which would take commuters coming from the west and south an extra block out of their way north. There may be reasons for this design but I am afraid this will not work. Cyclists are not motorists. They do not like to take detours which increase the distance travelled as this is seen as unnecessary effort. I believe a lot of money will be spent here which will be wasted.

Personally I will not use the western part of this route if I am travelling west or southwest through the city. Some cyclists may use the western part if they perceive this as a safer option but I am sure the majority will think like me. All cyclists I know agree with this.

I believe it is a huge risk using this roundabout route. Unfortunately I think it will again mean a massively expensive realignment in the future.

-
- Ratepayer and bike rider –lives in the city
 - A 'very strong supporter' of the bikeway and is frustrated that we still don't have an EW Bikeway
 - Used to be a strong supporter of the CoA, but is now losing faith in Council's ability to make good decisions –feels that a few powerful property owners have far too much power over the elected members – and therefore Council decisions aren't being made for the benefit of the whole community
 - - As much as they support the bikeway, they are frustrated by the engagement process –feels it is being rushed and is not well publicised, and CoA could be seen to be 'hiding the fact that we are consulting on this project'.
-
- The bikeway will reduce parking and accessibility
 - There are peak periods of access requirements that includes Sunday church and events such as weddings and funerals
 - There are special access requirements that include access by hearse
-
- Wakefield Street should not be the selected route because it is the main thoroughfare and clears peak hour traffic. A bikeway would impact the flow of traffic and increase congestion. The street also contains emergency services
 - The loss of car parking would impact business and there are limited alternative options as side streets are occupied with resident permit parking
 - There is increased potential for vehicle and bicycle conflict as the bike path crosses intersections
 - Council should not sign off on something that may have unknown impacts on businesses
-

Who pays your rates and taxes ? – not the bikers I bet.

We have been here for over 20 years.

If council takes away parking spaces (and it is already hard for clients to get parks), we will move out of the CBD.

We are not going to put up with this nonsense. It is hard enough to "make a buck" now.

If there is someone in council that is opposed to your project – please get them to contact me.

There are many business people who are with me on this.

Low energy consumption and sustainability measures are important issues but when it comes to removing car parks in Franklin Street I totally object.

We have been practising at 40 Franklin St for just over 20 years this includes paying rates.

Our clients have enough trouble getting to us now.

If car parks are removed for bike lanes we will definitely move out. Who will pay your rates – the bike riders?.

I support the proposal.

While a single corridor would be preferable, particularly for people riding through the City, the proposed option is better than nothing.

I do not support centre lane bikeways as a general rule, because of the dangers of crossing traffic when entering or leaving them. They are also less flexible in terms of the ability to stop, access shops etc. I might be convinced about the need for lights at the Wakefield Road crossing, if there is a significant history of danger. Otherwise it would just be annoying for all concerned.

I run a cycling skills training business in Adelaide. Each year I teach hundreds of children how to ride a bike, and then many of these families go on to want more skills of riding in parklands and low traffic environments. I usually have skills around the SE parklands as there are wonderful shaded paths to explore.

In Jan this year I taught 12yr old Cara to ride (yes, she'd never learned before this Jan - always too scared) She did wonderfully in a non traffic environment of a school playground, learning to be an independent rider in her first session. Her family bought her a bike (and ones for Mum & Dad too) and took it to their local practise area, Victoria park, gaining the courage to ride on the back street from and from Dulwich.

Our last Lesson, just before school returned, we all meet for a fun ride and Vic park and when I learned that they were riding bike lanes to Dulwich, I said, ok, let's show you some city riding - a noticeable stiffness came over the mums face and body, with puzzlement across Cara's face - 'why would I want to ride to the city?'

So along Angus Street bike lane to the Frome Street Bikeway, then all the way down to Rundle Street. Everyone in the group was so amazed at how easy it was to ride, at how close it was to get to; and now having ridden on it, how useful & safe it was from a bike rider's point of view.

Cara's mum said, 'I drive down here a few times a week to take C to dance, and have always been annoyed by the space the bike lane takes up - but now I can see that this would allow her & us to ride into the city to have a coffee.' where Cara added in 'and I could go shopping'

This is what the bike way East West can bring to an even greater group of people.

Please note that I wish to support all Bike Adelaide's submissions (previously BISA) regarding the new proposed safe bike way in to the City. I think the key points they make are the design is safe and comfortable including for families/teens (ensuring a 2.5 width is important and expected except at pinch points).

- the route will give low-stress cycling access to the city (a direct route along Flinders is preferable but deemed nearly impossible.)
 - we can not delay any further! Get on with it!
 - The centre of the road option in the info pack is untested, unsafe, and unfeasible (a distraction aiming to derail the project by opposing councilors not recommended by staff).
 - Bikeways are awesome in so many ways just like people who cycle
-

Let's have an environmentally and people friendly transport system.

I'm in my 60's, a regular commuting cyclist and look forward to happier people on the roads who feel safe when not in a car, or on public transport.

just want to say that supporting cycling is sustainable economic development policy.

In my mid 60's I am a daily commuter by bicycle to my workplace and home.

I have seen many near misses and as a nurse have seen the result of tragic cyclist v car accidents.

Please help make our roads and bicycle pathways safer and totally accessible for all of our lovely Adelaide community.

Thanks for the opportunity to comment on this plan. I am a lifelong commuter cyclist. At 68 i now rarely use main roads or on road bike lanes and every safe route is a bonus to me.

In my opinion the proposed design is safe and a route that I would use when cycling within the CBD (weekly).

Please expedite it ASAP

Please do NOT include the centre of the road option. This is untested, unsafe, and unfeasible .

I am fully supportive of this plan to improve bike access to and through the city.

It is a little unclear to me what happens in Gawler Place but I assume there is provision for cyclists to ride against the direction of (car) traffic flow.

The most difficult part of implementing a bikeway is persuading car drivers - and I am both a cyclist and a car driver - that cyclists have a right to be in the traffic system at all.

An arrogance assumed by many people once behind the wheel of a car leads to an intolerance of 'impediments' such as cyclists.

It would be really good if the Adelaide City Council incorporated education for motorists into implementation of this, and any other, bikeway plan.

I am a commuter to Adelaide city by bicycle, and I emphatically support the east-west bikeway. I work in the city, am a public health academic&policy officer, and mother of three small children.

We desperately need safe infrastructure to get across the city. I've had frightening near- misses when riding in CoA's LGA. Streets are for everyone - not just cars. I contribute to the city's economy every time I ride in. I add NO emissions or traffic congestion in doing so. I am improving my health by actively travelling. Yet, I am not safe. Every day to work I worry and hope I'll get home safe to my family.

- The proposed design is safe and inclusive
- The route will provide a welcome lower-stress cycling access to the city
- There is no logical reason or evidence-base to delay any longer. Streets are for everyone. This infrastructure is a prime example of what councils just need to implement to PROTECT their citizens and visitors. The consultation and barriers placed on this have gone on too long.
- Research evidence from all over the world continues to show that Bikeways are associated with better health, wellbeing, productivity and economic activity through increased foot traffic to retail precincts - this can be CoA's legacy.

Thank you for incorporating my feedback into this process. I look forward to hearing a logical, evidence-informed, equitable, sustainable, sensible outcome that benefits all citizens.

As city residents and bike riders we strongly support the initiative and urge the council to get on with building it ASAP. The issue of this bikeway has been 'in progress' for some considerable time And it's now time to take action and get it built.

I would like to suggest that some thought be given to the inclusion of water fountains at rest stops along the bikeways you are planning to construct in Adelaide (and, indeed, adding more water fountains along the existing bikeways / walkways you already maintain.)

I regularly (approximately twice a week) ride the Stuart O'Grady Bikeway and the Tapa Martinthi Yala Shared Path. These are excellent bike paths, but I think their accessibility is somewhat limited due to there being no water fountains along these routes. There are rest stops, but no water fountains :-(. This has been problematic for me on a few hot days this summer...

Having a place for riders/walkers to refill their water bottles would be appreciated by regular users, and I think would help to encourage increased use by the perhaps the less prepared commuter/recreational user.

Do you happen to know who would be a good person / department to ask about improving other bikeways around the state, and particularly about the lack of water fountains along the SOB and TMYSB?

Is this a local government issue? Or perhaps I should ask my state government member of parliament?

I cycle along Franklin Street Mon-Fri in both the AM and PM peak periods as I feel this is currently the safest way to move in and out of the city from the west.

The proposal for improving east west cycling along Franklin Street, Gawler Place and Wakefield Street I fully support. I feel that what is proposed will make it safe by moving bikes to the kerbside whereas at present having to ride between parked cars and through travel lines is far from ideal with the risk of people opening their doors and the difficulty to see pedestrians stepping out between parked cars into the cycle lane.

By making cycling safer I have no doubt there will be greater uptake of people riding to work, which is better for the environment and people's health.

Please ensure this plan is implemented to protect us vulnerable road users!

Thanks for the opportunity to make comment and best of luck progressing the initiative.

Whilst I am in favour of the East-West bikeway, I am concerned with the route and the reasons for breaking it up between Franklin/Flinders and Wakefield Street.

I fail to understand why the bikeway wouldn't operate along Grote Street and on to Wakefield? The proposed route is surely not the best option when it comes to traffic flow and cyclist's safety, in particular the following:

1) Franklin St/Flinders St and KW St intersection - this intersection often backs up in all directions, particularly for right turns from Flinders Street on to KW St. Perhaps a right turn arrow could be installed to improve flow and safety, otherwise there will be traffic jams.

2) Gawler Place - currently a one way street, will you be turning this into a two-way to facilitate movement from State Centre car-park? Again, this will form a bottleneck and to have cyclists travelling in both directions but vehicles only the one is likely to cause issues. Also, Flinders Street between Gawler Place and KW St often backs up in peak hours which means cars are unable to turn left into Flinders St for several light changes. Adding bike lanes and the associated light sequences will only make this worse.

Again, I do not understand why the route is not a straight through run, rather than taking cyclists across two busy and potentially dangerous intersections.

I would be interested how you plan to overcome these potential issues and happy to discuss further

I would like to express support for the latest proposal for the East-West Bikeway along Franklin/Flinders/Wakefield Streets. Not that I necessarily believe it to be the best option, but I suspect this is the last chance to see a dedicated East-West Bikeway in the city. It's clear that the slightest objection from businesses along any proposed route tends to curtail debate. This is because those who talk to traders are not able to change the conversation away from the number of car spaces might be lost. If that remains the parameters of the consultation with traders/businesses along the Bikeway route then we will end up back at Sturt Street arguing over former Lord Mayor Michael Harbison's Copenhagen-style bike lane. What we need to be selling to businesses is the potential of a Bikeway. One way of achieving this is remind traders of the sales they are losing if they continue to insist that only motorists bring custom to the city. As a city dweller I meet so many new residents who move into the city and then drive back to their former suburban shopping centres to do their shopping every week. That's because it's easy to drive out of their apartment building or townhouse and steer back to Burnside Village or Marion. They're hardly going to drive to a U-Park in the city! What Council needs to be doing is expanding and promoting alternative forms of transport to easily get around the city. That means expanding City Connector bus services, improving pedestrian walkways in all minor streets and, of course, building a safe dedicated Bikeway network throughout the city. And you need to bring businesses onboard with these plans so they see advantages for them, rather than merely screaming for more, not less car parking.

Changing the conversation to the advantages for city businesses will be the only way we can move on from this negative confrontation every time there's even a whiff of reduced car parking space.

Please accept this correspondence as feedback on the Adelaide City Council's East-West Bikeway consultation. I request that this correspondence be tabled during further discussions regarding the feedback as the content pertains to the Disability Discrimination Act (1992) and the Australian Standards 2890.5-2020.

My son is a Junior School student at Christian Brothers College, on Wakefield Street, Adelaide. He is a junior primary student. My husband, has quadriplegia, and he has the capacity to drop our son at school in the mornings on his way to work in the city. He drops our son off, on average, 4 days a week.

We note with interest the changes to parking between Hutt Street and East Terrace that are imminent on Wakefield St as part of the East-West Bikeway project. From the diagrams and consultation pack provided at yoursay.cityofadelaide.com.au/city-bikeways it is apparent that the available 'angled/nose-in parking' in the

section of Wakefield St between Hutt St and East Terrace will be reduced from 72 spaces to 55 parallel spaces. The plans do not highlight how the current 'disabled' carpark in this bikeway zone will be integrated in the proposed plan.

Furthermore, in regard to the reduction of carparks, the consultation pack highlights that the parking in the aforementioned section of Wakefield St is has an occupancy of 35/72 spaces 49% of the time. What is not specified is the dates and times that this data was collected, although it is mentioned that a manual survey was conducted in 2017 and Smart Parking Data was gathered from October 2020. What is of particular interest about this specific data set is the likelihood of variability in the data according to the month of the year in which it was collected (as it relates to school terms) and also the time of day that it was collected as it relates to: school pick-up and drop off; appointment times at the then Calvary Wakefield Hospital; Calvary Surgicentre; Adelaide Paediatric Dentist; and Parkwynd Private Hospital. The fact that Smart Parking Data is referred to is not actually relevant to this section of Wakefield Street due to the absence of Smart Parking sensors in this particular zone – all on-street parking on Wakefield Street in the zone between Hutt Street and East Terrace is timed but non ticketed.

In light of this, the data presented to make the case for 'unused parking' in this zone is most likely inaccurate, at best. Double parking and the chaos that ensues at specific times of the day is paramount in this matter. The reduction of car parking spaces, by 24%, as referred to in the Consultation Pack, will not 'generally' be accommodated by the reduced number of parking spaces in this particular zone. Parking is at a premium in this zone at specific times of the day – one only must be present and make observations during school pick up and drop off times to gain a full appreciation of the disorder and pandemonium that exists at these times. The inclusion of a bikeway between the footpath and roadway is likely to exacerbate these problems and the near misses that are witnessed each school day. This may well be compounded by a general reticence of people to parallel and reverse park – particularly during peak times.

Parallel parking, particularly along the northern section of the Wakefield St between Hutt St and East Tce, presents multiple complications for people with disabilities/mobility impairments. In specific reference to my own family situation, my husband despite having quadriplegia, can quite easily drop our son at school each day. He can make an easy approach to the school in his modified vehicle and our junior primary aged son is able to alight the vehicle very easily and negotiate his way on to the footpath, directly in front of Christian Brothers College (Junior Campus) entrance, where the Head of School is greeting students each morning. The movement of our son is stress free and there is no concern that he needs to negotiate a path of travel which requires him to look out for 'road or bikeway users'. The fact that my husband is able, without undue concern, to drop our son off at school affords him the same freedom that a person without a disability has. My husband does not need to exit the vehicle, he does not need to find a 'disabled' car parking space, he does not need to spend 5-7 minutes doing a transfer from the driving seat into his chair, onto a vehicle hoist, exiting the vehicle and checking to see that our child can cross an 'active peak hour bikeway' or a street on an alternative route. He does not need to spend 5-7 minutes executing this process in reverse. Angled/nose-in parking on Wakefield St allows him the liberty and freedom that other parents have when they drop their children off – he can utilise the same parking arrangements as others and is not required to find and use a 'disabled' car space. Parallel parking will remove this freedom. A freedom which the DDA encourages.

The Consultation Pack also states that a bikeway between the roadway and footpath will be functional and safe and will provide a safe environment for all users. I am not sure that this statement has been considered thoroughly. It may be safe for bikeway users until a child who is not paying attention steps out or runs in front of them, or a child with ASD takes off and runs across the bikeway whilst their parent/caregiver is trying to ensure the safety of their other children and or babies/toddlers being put into prams. The bikeway will be unlikely to protect a cyclist from the 'dropping or extension' of a vehicle hoist into the bikeway to allow a wheelchair user to disembark a vehicle. This is certainly the case regarding my husband. He uses a vehicle with a side hoist which would extend into a bikeway, when deployed, thereby posing a risk to bikeway users and himself given that he is 'on the hoist' when it is lowered. It is quite difficult to plan the deployment of a wheelchair hoist around the presence and speed of bikeway users.

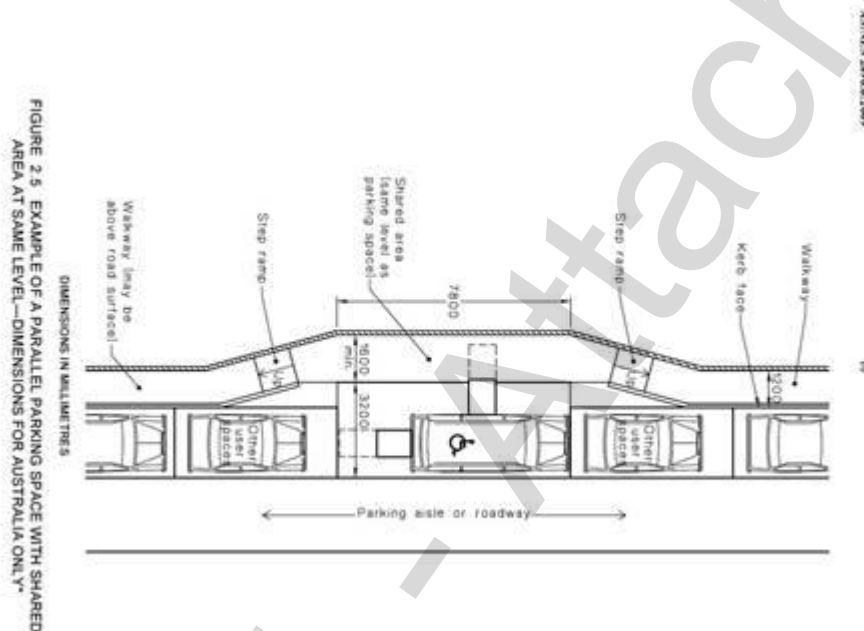
The Disability Discrimination Act (1992) requires that reasonable adjustments be made for a person with a disability. Given that there are multiple students and parents with varying disabilities who access CBC Junior School via the front entrance, provision of details regarding the specific 'reasonable adjustments' that will be

made to ensure their access to the footpath via the bikeway would have been ideal but these details are not apparent in the Consultation Pack. It is not enough to suggest that wheelchair users, or other people with mobility or intellectual impairments or those who have disabilities that might impede their ability to safely traverse a bikeway, park elsewhere and make their way to the school via an alternative route. Such a suggestion would be treating a person with a disability less favourably than a person without a disability and this would be in contravention to the DDA.

The parking standards (AS/NZS 2890.5-2020) require that accessible on-street parallel parking:

- is 3200mm wide and 7800mm long
- has a firm, flat, slip resistant space for the driver & passengers to exit the vehicle
- has a space on the passenger side that is 1600mm wide and 7800mm long
- has additional space at footpath height but needs to have access with a kerb ramp
- has clear yellow, slip resistant line marking around the space & an international symbol of access

The diagram below clearly shows the required configuration of an accessible 'on-street' parallel park. I am curious as to how this would be accommodated within the current plans. Am I misled in believing that the proposed plans will not observe the requirements of the Australian Standards and thereby risk a DDA claim against the Adelaide City Council?



The Consultation Pack does not address how the Parking Standards will be applied on Wakefield between Hutt St and East Tce, nor in other areas along the proposed bikeway. It begs the question, "Will the new parking configuration include at least one accessible/'disabled' parking space between Hutt St & East Tce, and how would such a space comply with the Australian Standards?" Further, I wonder if cyclists will be 'safe' using a bikeway immediately in front of a primary school where the movements of children are so unpredictable – particularly children on the Autism Spectrum Disorder and children with compromised mobility such as the children at CBC Junior School with Cerebral Palsy. Moreover, there are quite a few other community members who use a wheelchair, mobility aid or present with physical disabilities. Whilst there are 2 designated 'accessible' car spaces on East Tce that can be used as an alternative for parents/grandparents/caregivers, they do not comply with the Australian Standards thereby making alighting a vehicle complicated, or impossible for some. Using these carparks requires a parent to leave the vehicle to take their child to the nearby crossing. Whilst parking in an alternative location may seem like an easy solution, it is not easy for a wheelchair user, nor does it allow a parent with a disability the same drop-off/pick-up convenience that a non-disabled parent has.

I can appreciate that there is a need to establish safe bikeways in and out of the city, but it should be done to the detriment of the safety of the most vulnerable in our society – children and the disabled. It would be

disappointing if the proposed bikeway would, in effect, discriminate against my husband and family, and force us to make alternative safe arrangements to get our son to school.

I trust that you will present my correspondence and concerns as part of the feedback presented to ACC.

- The area has had previously available off street public parking taken away
- What impact/changes will the bikeway have on car parking on Wakefield Street
- There are a mix of businesses/land uses in the area (such as school)
- On street parking is not fully utilised since the hospital moved but any changes need to be considerate of taking away access to properties
- Will loading zones and other parking controls be reviewed or changed
- If there is an opportunity for greening through this project it will go a long way to making people happier – Wakefield Street is desolate and dry, trees in the median

Our entity [redacted] owns the building at [redacted] which it has just spending significant amount refurbishing. The building contains 3 tenancies: 1 retail and 2 office.

Please find attached Feedback Form, which we note we only had 7 days to complete. Furthermore we contend that:

1. There has been a lack of transparency in the process that has been followed;
2. A lack of consultation with ratepayers/business owners along Flinders/Franklin;
3. The likely impacts on the above groups have not been considered or documented;
4. The need and merits for an East-West link are unclear and have not been communicated to the public;
5. The negative impact that removing on-street parking on Flinders/Franklin will have on retail and business (who are already struggling);
6. Funds would be better spent creating a safe and active ground plane for all users (not just a few).

As a ratepayer, and on behalf of our tenants, we strongly oppose an East-West link being considered on Flinders-Franklin.

I work for an animation company in the CBD and would regularly ride to work if there were a safe way to do so. As such I support the bikeway as proposed.

am a city business and property owner. I live in Wayville and am a regular user of city bike lanes as well as cycling on city streets. A number of our staff cycle to work and we have installed bike rack facilities in our building as well as showers.

I understand that there is a lot of community concern about using up existing road and parking space for dedicated bikes lanes.

My thought is that we don't actually need to do this. Here are my reasons:

- Cyclists, like most people, like to take the most direct route between A & B. Therefore they are not likely to cycle 2 blocks north or south just in order to be able to join a dedicated east-west bike way. The same applies when travelling north-south. For example I live in Wayville and cycle up King William Street to our office at 45 Flinders Street – there is no way I would cycle all the way to Frome Street just to use the dedicated bike lane.
- Wherever you put a dedicated bike lane there are going to be unhappy local business owners. Some people just like to complain and others don't understand the real dangers cyclists face. The ensuing debate just drives a further wedge between the 2 groups.

So here is my simple and low-cost solution

- Paint the entire length of every on-road bike lane in the city with the same green stuff you currently have at many traffic lights
- Erect signs at all major road entry points to the city that say: You Are Now Entering A Cycle Safety Zone. Or they could read: This is a Cycle and Bus Priority and Safety Zone.

The benefits of this solution:

-
- The entire city becomes cycle friendly – thereby encouraging even more people to cycle.
 - There is a strong visual reminder to look out for cyclists along the entire lane – currently there are almost no visual reminders for drivers who have parallel parked that they are opening their doors into a cycling lane!! Similarly it would provide a strong visual reminder for pedestrians to be bike aware as they cross roads
 - No debate required – all you are doing is painting existing road surfaces/bike lanes
 - Low cost
 - Improved safety for cyclists, pedestrians
 - No loss of on-street parking therefore no angry business owners

I am happy to discuss this further and I am sure the cyclists among our staff would be happy to pose for a photo on the newly painted green bikelane at any time.

As a long time Adelaide City Centre resident, I speak as a jogger, cyclist and car driver.

- I would not ride a bike anywhere in Adelaide unless vehicles, cycles and pedestrians are separated as along the north/south Frome Road bikeway. I gather this will not happen with the east/west bikeway.
- Allowing bikes and scooters on the pavements has made life hell for pedestrians, particularly the elderly, who do not hear the almost silent electric scooters. The scooter riders mostly ride too fast and do not use bells. They should not be allowed faster than walking pace especially when on a pavement with pedestrians.
- I cannot understand why cyclists and their bikes are not subject to safety standards ie mandatory standard lights back and front. (When in a car, some rear lights are so tiny they are not visible until on top of the cyclist. Front lights are sometimes so bright they dazzle and blind pedestrians and drivers). As with helmets, bells, side wheel reflectors and some sort of reflective clothing should all be mandatory. At dawn and dusk, when I am mostly about, the number of near invisible cyclists is frightening - no lights, or very feeble ones, no helmet, no reflectors and dark clothes.

On another unrelated infrastructure issue, one that I have raised a number of times with the ACC, I note an ever increasing number of vehicles doing a (currently illegal) U-Turn at the Grote Street/Pitt Street traffic lights when travelling westwards. They are mostly heading to parks on the north side of Grote Street and to the over 100 parks in Penaluna and Trades Hall Lanes, plus the 67 in the U-City garage on Penaluna Lane, accessed only via Grote Street as it's a no through lane.

A legal 'U-Turn with green arrow' sign here would control when vehicles make a U-turn, thus increasing the safety for pedestrians - especially those who are wont to jaywalk at these lights as they head to the Central Market.

Traffic in this area will no doubt become more complex as the new Market and building opposite commence and there is competition for car parks all along, and off Grote Street, so the sooner a simple U-turn allowed sign is erected as requested, the better.

Whilst an important project, I have two concerns that I would like to bring to your attention and discuss. The first being the increased risk caused by entering or exiting the carpark at the rear of 185 Victoria Square, but more importantly the safety of pedestrians and bikes crossing the King William Street, Franklin/Flinders Street intersection.

At the best of times this is a very difficult intersection even more so during peak hour. If there any city road closures or speed restrictions such as during the Fringe, Tour Down Under or during the AFL season for example, traffic build up can take over an hour to clear with driver behaviour becoming increasingly dangerous for pedestrians and bikes. Not only this, most nights cars and busses regularly queue through the intersection creating significant traffic issues often blocking pedestrian access to cross the road.

Due to the width of the intersection (at its widest point) the time that it takes to cross from Flinders Street to Franklin Street in a car travelling 50 kms per hour is quite often not fast enough to complete the crossing before the lights change and pedestrians get a green light and enter the intersection, in some situations with cars (or bikes) still travelling through the intersection. If you add this risk to cars that enter the intersection waiting to turn right when the lights turn amber or red, this will create a significant risk to bikes going through

the intersection. It will only be a matter of time until there is a serious accident unless traffic flow is restricted or diverted away from the intersection.

My office is on level 9 overlooking the King William Street, Franklin/Flinders Street intersection and almost daily there are cars and busses blocking the intersection. Adding a designated bikeway will compound the traffic problems at the intersection and will most likely result in many accidents and incidents between bikes and cars and bikes and pedestrians.

With regards to the issue of leaving the building carpark of Franklin Street, this is already difficult due to a recent increase in pedestrian/foot traffic and quite often due to heavy and banked up traffic on Franklin Street. Traffic delays are very common on Franklin Street which regularly results in cars and traffic queueing across the King William Street intersection. In addition to this if there is a delivery van or light truck parked to the north of the carpark (between the carpark and Victoria Square) it impedes vision of oncoming traffic and in particular bikes, increasing bike traffic will increase the risk of a collision in certain situations.

Looking at the information it appears that in this vicinity it will be toolkit 3, but I would like to know more about this and how this will both impact on street parking, but also congestion and the flow of traffic.

I LOVE not being run over by busses and dickheads.

Don't be a burk, get on a bike and fight for your life like I do!

(Or maybe just build some bike-friendly paths so I don't get run over thank you)

Thank you for your consultation and the opportunity to comment. I am writing to object to the proposed bikeways project.

This will lead to increased congestion for motorists, less parking space and increased travel time for those in a car. Furthermore, cyclists are at greater risk of serious injuries (head trauma, spinal cord injuries) when riding bikes in areas where there is a high density of cars i.e they are more likely to get hit and injured by a car. When there are increased motor vehicle/bike accidents, this leads to increased motor vehicle insurance accident claims which increases our car registration premiums as well.

Thank you for considering my feedback that I object to the proposed bikeways project.

I commute each day East West from Netley to Magill on a bicycle.

At least once a week I have a near miss with either a car or a pedestrian stepping out from between parked cars. A East West bikeway would be a fantastic thing for all of us who daily commute on bicycles. The added safety would also encourage more to ride, reducing congestion and improving air quality in the CBD.

I applaud Adelaide City Council for the initiative.

Adelaide has great bike pathways across the metro area, particularly the Linear Park trail. However when travelling from the western side of the city you suddenly end up on the road - right in the middle of peak hour traffic, with cars reversing out of parking bays or turning into side streets. It is incredibly dangerous which is why I don't ride to work, even though it would be the most convenient way of travelling. No matter the streets which would be used, a proper separated bike way would make all the difference to those of us wanting to avoid busy public transport due to COVID-19. It would make city streets much safer and provide access across the city whether you work/study/play in any quadrant of the CBD. Adelaide is the most car dependent capital city right now, but we have the beginnings of great infrastructure to turn this around. There are thousands and thousands of car parks already for those who drive. Cyclists need a final piece of the puzzle for those of us travelling east-west!

- For bikeway to be attractive to users (and be used) it must be a direct route not circuitous with multiple turns north and south.
- The inclusion of such turns will mean it is not used and cyclists will continue on the most direct road route, that is what I will do.
- Increasing bike (and pedestrian) traffic has a benefit to businesses that far outweighs any issue of loss of street parking.

- **Flinders Street and Franklin Street** is the obvious route - it is a no brainer. No other option is viable for the following reasons:
 - They are both wide roads that can accommodate the width of the dedicated bikeway and parking (unlike Pirie and Waymouth Streets).
 - There are not many bus routes and busses that travel along them (unlike Grenfell and Currie Streets and Wakefield and Grote Streets).
 - It is a direct route.
 - It avoids turns and having to cross extra roads.
 - It avoids crossing any of the city squares. (unlike Grenfell and Currie Streets and Wakefield and Grote Streets).
 - It links directly to cycle paths in both to the east and west parklands for ingress and egress to the city.
 - Not to use Flinders and Franklin Streets is just pandering to a minority (of perhaps influential) business rate payers at the expense of the majority of city users, many of whom (like me) are city rate payers and chose to walk or cycle rather than drive into the city.

If parking access is really an issue how about putting the bikeway down the centre of the road (like the tram in King William Street) that way street parking is not affected. It works in other cities, Barcelona for example.

Bottom line – look forward to a sustainable future not back. Just do it and get it done now. Far too much time and money has been spent on consultation on this project - again and again and again. How many years/decades has this project been under consideration for? 30+?

This feedback might be a few days late but I think you will find it valuable. As a city resident for the last 14 years, I have seen the city evolve. I am optimistic about the city of Adelaide but also realistic. The reality I see of the city becoming busier with various modes of transport & the attempt of “trying to please all”, is that moving around the city has become quite dysfunctional. A cue of motorists waiting for one pedestrian leads to more congestion. Bike lanes, such as the Frome road example add danger to road users, especially for traffic that needs to cut across that bike lane. What I feel is missing is the continuity to these formats, it is not an inbuilt behaviour to motorists, such as stopping at a stop sign. Stop signs are the same everywhere, shape, colour, height, they become a pattern. This all relates to safety. Pedestrian crossings or zebra crossings, such as the one on Pirie street have no continuity throughout the city, this crossing just “appears” out of no where. On a wet rainy day combined with pedestrian inattentiveness, it’s an accident waiting to happen. If there was more of a pattern to these solitary road conditions, in the way of colour or light, then it would aid function & add safety, similar to the stop sign, it’s always red, at the same height & the same shape. Yellow seems to be a strong colour that doesn’t blend in with everyday things, look at London pedestrian/zebra crossings for example. My point of this is, if there is to be a separated bike way from east to west & north to south, then give it continuity the entire way, make it become a pattern so ultimately it will be safer & more functional. As I said, in the 14 years that I have lived in the city, I find it quite dysfunctional nowadays. Yes it is busier now & naturally things can’t move as efficiently but to me the big picture is to stop putting everything on the same level. Cars, pedestrians, trams, buses, cyclists, scooters, all on the same level. For one thing it adds congestion & more importantly it’s unsafe. Pedestrian overpasses/underpasses are excellent & help maintain an efficient city. Look at Singapore or Hong Kong mid levels escalator, they work so well. I know it’s a hard balance to get right & I’m sure you will try & make the best bike path you can. Humans do some great things, we put all forms of transport in some of the most hard to imagine places, underground, in the air, under water etc etc. Imagine a bike path away from all of the danger of the road, a place where riders didn’t have to worry about a bus or a truck or a pedestrian, imagine a sky path! A bike path that cuts above the streets. It would put Adelaide on the map, what an icon!! See the attached photos of Tasmania’s tree walk, you’ll get the picture, but imagine higher side railings & a material with no holes for anything to fall through. How do the cyclists get up there you ask, a gentle incline ramp that starts in the outer parklands. Eventually it reaches one height that has a straight path from south to north & east to west, allowing cyclists to go either way & to be separated from oncoming cyclists by a barrier of some sort. What if cyclists want to get down you ask. On the sky path there could be a few down ramps that lead directly into bike parking bays, underground would be best for these bike parking bays. Similar to a free way, the initial on ramp located on the outskirts of the city & then a few off ramps as it passes over the city. There’s the idea, the engineers can work out the right materials for strength, tyre grip & no gaps for anything to fall through. It could look amazing & also promote so much more cycling. It would become a bucket list experience also. Monday to Friday, it’s all business, weekends, it’s a

tourist icon. And yeah, you could even have small pull off bays where you could take in great views of the city or refill

your water bottle from the SA water supplied drink fountains. They put planes in the air & trains underground, why not cyclists on a sky way. Food for thought, but don't just think about putting everything on one level.



Any route that we encourages people to cycle to the city is good for the environment and good for the population. As a city resident and taxpayer who doesn't own a car and mostly uses a bike to ride around the city, one route that often causes me grief is trying to get from home in Halifax St to ride to Klemzig through the parklands. It's fine from Victoria Park, across Wakefield St until Rymill Pk when there is often no safe route

to get to the corner of North Tce and Botanic Rd so we're forced to tangle we with traffic on Dequerville Tce as that part of the parklands is fenced off for events. We're happy to see the parklands used but would appreciate a dedicated cycle path along the edge of Dequerville Tce as traffic there seems to ignore cyclist's safety.

We have just received note of the proposed East to West bikeway going straight past the entry to our largest CBD asset in Adelaide, SA ([redacted]).

This car park is leased and consists of 915 bays, as you can imagine the proposed works will substantially effect our operation for our customers throughout both the construction phase and thereafter. It is of note that this asset houses [redacted], we believe a bikeway in this busy part of the city and laneway ([redacted]) is a serious oversight.

We have been supporting Adelaide city visitors and commuters for over 15 years and quite bluntly this is the kind of development that would further effect our ability to service the Adelaide population, especially given the past year experiencing financial hardship as caused by COVID-19.

With high traffic flows both in the morning and in the evening (both vehicular and pedestrian) as our customers are entering and exiting the site, this also should not meet the WH&S standards that the Adelaide City council are seeking from the development.

I have also submitted a response to the council, we would appreciate if we could air our concerns to the council in this matter.

I strongly support the introduction of a separated bikeway along Flinders Street however I do not support the proposed route nor the option of a centre-road bikeway. I support a route that runs along Flinders-Franklin only and has a consistent design throughout.

I ride to work from west terrace to ... Flinders Street, there are 6 other people at my workplace who also ride to work along this road. We'd be very happy to see a safer cycling route in place. But these options do not satisfy.

I currently choose to ride down this street because

- of the lack of buses - they are difficult and dangerous to navigate as a cyclist.
- because of traffic arrangements on Light square make waymouth/pirie st complicated.

My experience of riding along F-F: The section of Flinders Street between King William and Pulteney Street is scary to ride down because cars are constantly pulling in to drop people off. A separated bikeway would be ideal for this street to make it safer for everyone, however your design does not make it that far east.

I do not support a design that puts a bikeway down the centre of the road, I'd not feel safe riding this way. It seems like this design only to satisfy the safety needs of riding along a bus route or the removal of parking spaces. It does not allow for cyclists to turn left or right into the many minor side streets along the street and will confuse the heck out of motorists.

The proposed route. I don't understand why the bikway deviates down to Wakefield Street. This is a key bus route through the city (as opposed to Flinders St). Wouldn't it be cheaper and safer for the route to continue down Flinders? Furthermore, Wakefield is further from the attractions of the East End and cultural precinct. Why is the design different for each of the streets? A consistent design would make it easier for cyclists to know where they are and motorists to understand the bikeway. This understanding of 'new road infrastructure' by both parties is vital for safety.

Thanks for taking on my feedback, looking forward to hearing sensible discussion of this at the next council meeting.

APPENDIX 3 - CONSULTATION PACK

Item 4.1 - Attachment A

East-West Bikeway Design Guide

Addendum to the
**City of Adelaide
Bikeways Design Guide**



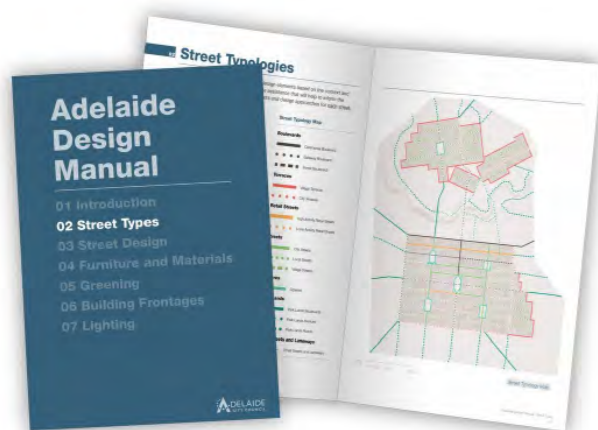
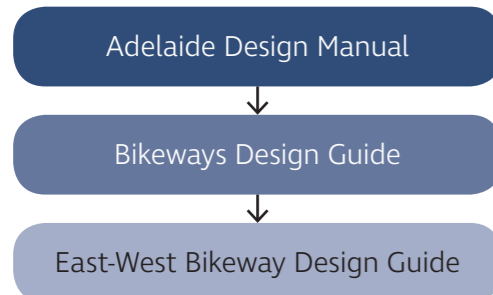
Our role

The City of Adelaide supports the development of active transport infrastructure, and recognises the important role transport projects play in shaping the city through economic investment, urban uplift, sustainability, liveability, creating great streets and public spaces, enhancing the Park Lands and creating healthy communities.

The City of Adelaide is the local road authority with ownership (care, control and maintenance responsibility) of all road-related and public realm infrastructure occurring on city streets.

This document is the **East-West Bikeway Design Guide**, which will form part of the comprehensive **Bikeways Design Guide**.

The Bikeways Design Guide reflects the City of Adelaide's vision for the design development of bikeways in the city. It is an addendum to the 'Adelaide Design Manual' (ADM), the City of Adelaide's guideline for public domain design.



The Adelaide Design Manual

Adelaide Design Manual

The ADM directly supports the outcomes of the City of Adelaide's Transport and Movement Strategy 2012-22.

The ADM supports creating environments for safe cycling and green travel options, through implementing separated bikeways and redefining uses and road space allocation of existing corridors.

The ADM draws upon significant community engagement, providing the next stage of physical street detail. Consulted stakeholders included the City of Adelaide's Access and Inclusion Advisory Panel, which includes representatives from Access 2 Arts, the Disability Information and Resources Centre, Disability SA, Guide Dogs SA, the Royal Society for the Blind and individual representation.

The ADM is based on these guiding principles:

1. Strive for excellence in design
2. Strengthen the character of the city
3. Provide the canvas for city life
4. Create a public realm that is welcoming and friendly
5. Design spaces sustainably with regard for the big picture
6. Integrate functions of the street harmoniously
7. Cultivate positive relationship between public and private space.

Strategic alignment

The East-West Bikeway aligns with the City of Adelaide's vision for the city. Alignments include:

City of Adelaide 2020-24 Strategic Plan

Key community outcome: Thriving Communities

- Healthy and resilient communities
- A safe, affordable, accessible, well-connected city for people of all ages and abilities, and all transport modes
- Increase community use of and access to the Adelaide Park Lands
- Implement City Access projects (walking, cycling and public transport) in partnership with the State Government, including the North-South and East-West city bikeways.

Strategic priority for next for years and beyond:

- Support the wellbeing of our communities
- Lead the way in climate action and manage water, waste, transport and greening in a sustainable way
- Transform the ways people move around and connect with each other.

Enabling priorities:

- Build on effective advocacy and partnerships
- Encourage and support new ideas and concepts.

Carbon Neutral Adelaide Action Plan 2016-21

Pathway 2: Zero emissions transport

Strategy 2.8: Develop integrated cycling and walking networks

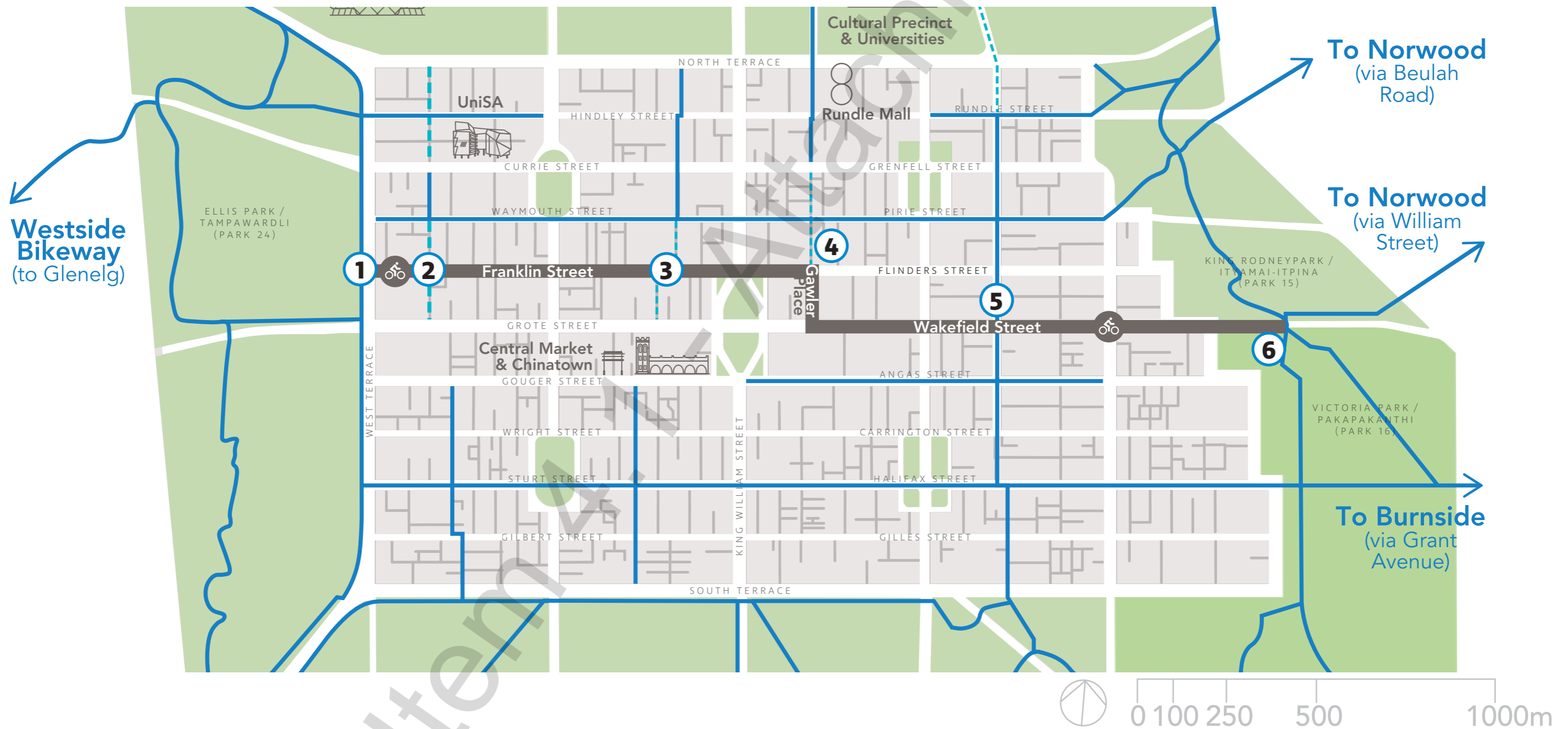
- 2.8.1: Establish a cycling infrastructure fund and develop a comprehensive and integrated network of bicycle ways that connect Adelaide, North Adelaide and surrounding suburbs to provide safe and convenient access to workplaces, services, shops, leisure activities and bus, train and tram services.

East-West Bikeway Proposed Route

The proposed East-West Bikeway begins to the east on Wakefield Road, and runs along Wakefield Street until Gawler Place. At Gawler Place, the bikeway diverts and exits west onto Flinders Street. It then crosses King William Street, continuing westward until West Terrace.

Key bike connections:

1. West Terrace shared path via existing signals to western suburbs
2. City West Quietway - Gray Street (north) Gray and Blenheim streets (south)
3. Market to Riverbank link at Pitt and Bentham streets
4. Gawler Place (through to Rundle Mall)
5. Frome Street - North-South bikeway
6. Park 15 shared path & Park Lands Trail & east suburbs



Design development and rationale

Several design options were considered when developing the proposed street layout to incorporate the bikeway. The option below was selected as the most appropriate as it provides a balance for street users, including:

- 1 Safe separated space for bike riders
- 2 Increased traffic capacity during peak times where needed
- 3 Lanes for turning vehicles
- 4 Spaces for parked cars during core business hours
- 5 Good visibility between street users, particularly bike riders and drivers
- 6 Central medians where appropriate to assist pedestrian movement across the street
- 7 Identifying space for street greening, including trees where possible

This general street layout will be modified along the East-West Bikeway corridor to reflect the different conditions on the various street sections, including street width and traffic demand.

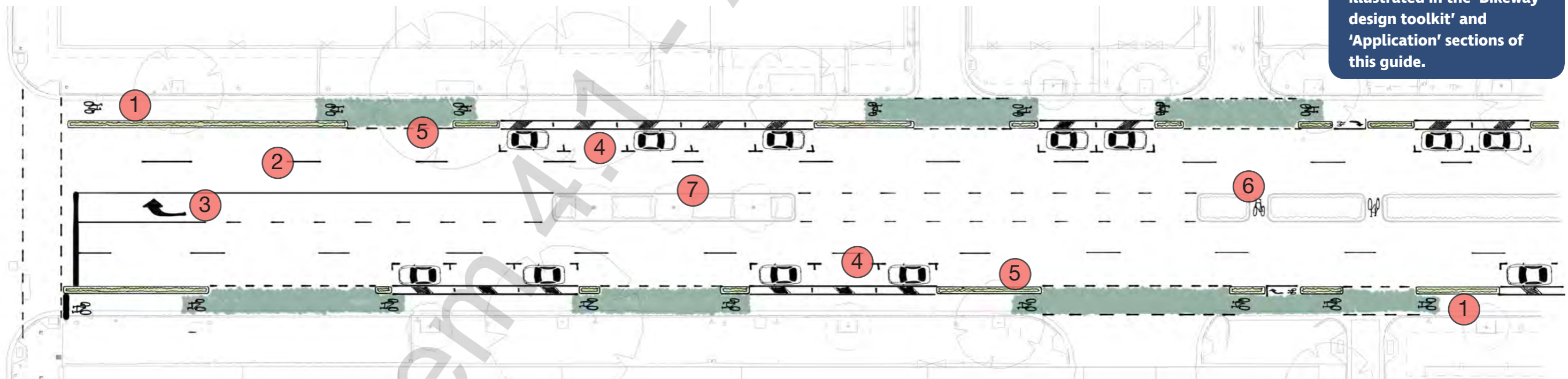
Some on-street parking spaces will be removed when the bikeway is installed. However, surveys of the existing usage of spaces show that existing parking demand will generally be accommodated by the reduced number of parking spaces with the bikeway.

In locations where demand for parking spaces is likely to exceed the number of on-street spaces, we will work with stakeholders to understand the local circumstances and seek appropriate solutions. This could include amendments to the street layout and changes to parking controls in nearby streets.

This bikeway layout is also consistent with the operation of the existing bikeway on Frome Street and can be implemented within the available budget.

The bikeway will create a safer street for everyone, and is likely to encourage people to make more trips by bike.

This is an example of the proposed layout for the East-West Bikeway. The design approaches and their application within this layout are further illustrated in the 'Bikeway design toolkit' and 'Application' sections of this guide.



Possible alternative design approach

We appreciate that the removal of on-street parking spaces is a significant concern for some stakeholders.

As part of our evolving design process we seek ideas from other cities to understand how they manage the competing demands of busy city streets when implementing bikeway projects.

The City of Sydney has recently consulted with their community on a proposal to build a two-way bikeway in the centre of Oxford Street. The innovative design has been proposed to better manage the kerbside space on a busy city street (including bus lanes and stops, loading and parking) whilst improving safety and level of service for bike riders.

A snapshot of the design proposed by the City of Sydney is shown on the right. Further details of their proposal can be found on the City of Sydney website:

[Have your say on new cycleways for Oxford, Liverpool and College streets - City of Sydney \(nsw.gov.au\)](https://www.cityofsydney.nsw.gov.au/news-and-events/news/2020/05/20/have-your-say-on-new-cycleways-for-oxford-liverpool-and-college-streets)

We are seeking your thoughts on this example from the City of Sydney and their design approach as part of this consultation process.

Note: A centre road bikeway design has not previously been used in South Australia and may not meet current standards. The design will require approval from the Department for Infrastructure and Transport to proceed. Should the design not be deemed suitable for use in South Australia, a standard kerbside bikeway will be progressed.

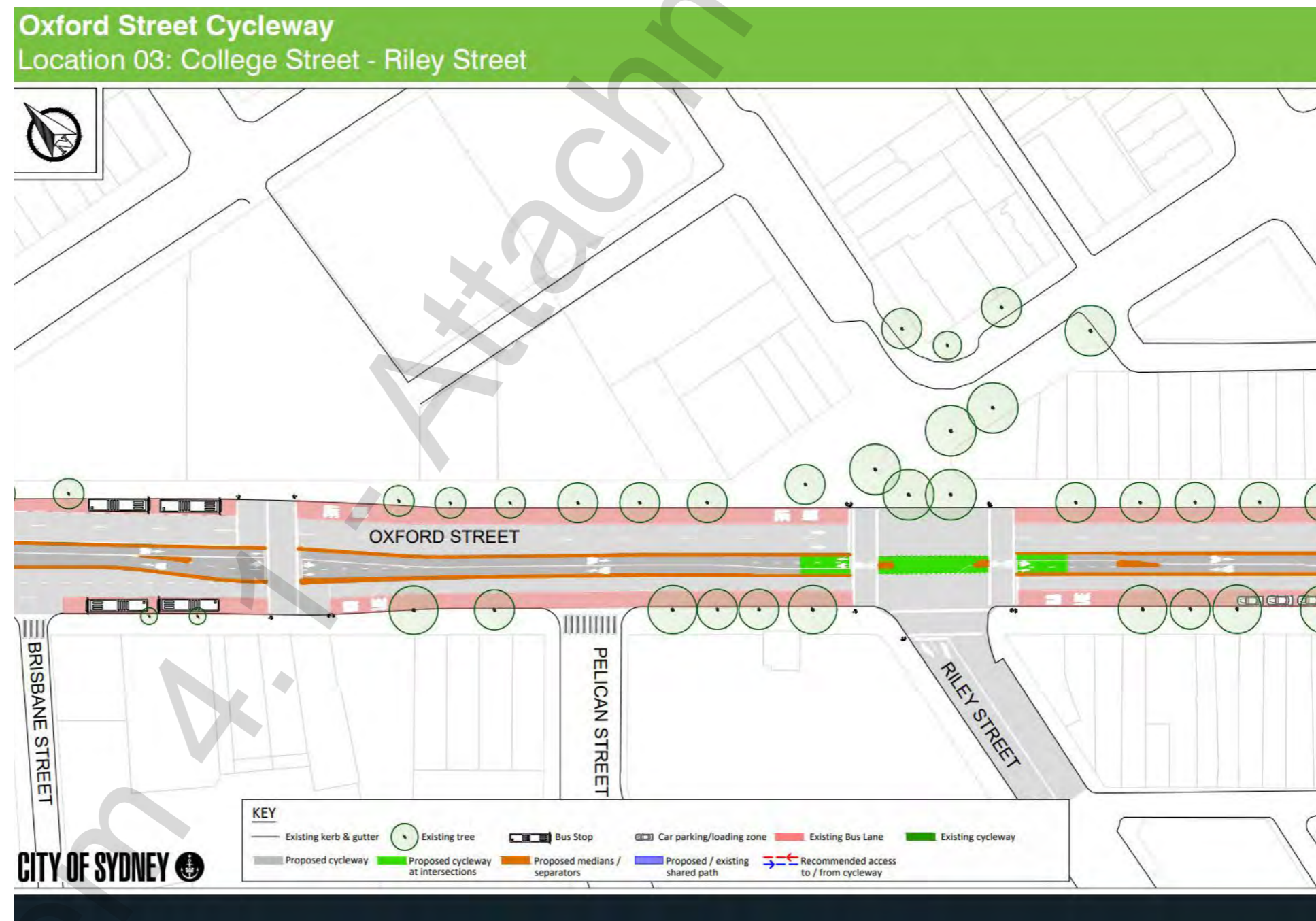


Image Credit: City of Sydney and Government of NSW, New Cycleways for Oxford, Liverpool and College Streets

Street conditions



- Generally 4-6 traffic lanes wide
- Connection to shared paths at West Terrace and the East Park Lands

Pictured: Franklin Street/West Terrace intersection



- Existing kerb protuberances with outdoor dining
- Bikeway and traffic lane widths can be reduced in width at these locations to retain existing protuberances
- Other types of kerb protuberances house a whole range of underground services.

Pictured: Benjamin on Franklin Hotel



- Existing kerb protuberances increase safety by providing extended crossing areas for pedestrians as well as greening opportunities.
- The north-east quadrant of the city, on which Franklin Street is situated, is the hottest area in the City of Adelaide, with the least amount of greening.¹

Pictured: Franklin Street/Byron Place/Elizabeth Street intersection

¹Resilient East Urban Heat & Tree Mapping
All images on this page courtesy of Google.



- Angle parking occurs on both Franklin and Wakefield streets outside of the core CBD.
- Parallel parking, loading zones, bus zones, motorcycle parking bays and drop off zones also exist along the streets.

Pictured: Franklin Street between Crowther St & Shannon Pl



- Many wide driveway crossovers exist along both streets, providing access to large coach buses, service vehicles and multi-storey off-street car parks.

Pictured: Adelaide Central Bus Station



- Drop off zones and passenger loading areas for hotels, serviced accommodations and apartments are located directly in front of the entrances.

Pictured: Quest on Franklin

All images on this page courtesy of Google.

Street conditions (continued)



- The U-City building on Franklin Street houses retirement residences, accessible serviced apartments and social services, which will require parking / drop off bays.
- Consultation with key stakeholders will be necessary to determine requirements.

Pictured: U-City (Uniting Communities)



- Existing signals at Gawler Place will need to be altered to facilitate bicycle turning movements.
- Gawler Place South has higher pedestrian numbers as it is a key north-south link, as well as some vehicle movement due to the multi-storey off-street car park.

Pictured: Gawler Place/Flinders Street intersection



- Wakefield Street and Franklin Street (east) are wide streets with ample greening opportunities.

Pictured: Wakefield Street looking East



- Existing bus stops and shelters on Wakefield Street will need to be considered.
- The interface between the bus shelter/stops and the roadway will need to minimise conflict points between bus passengers, cyclists, motorists and pedestrians.

Pictured: Bus stop H1, Wakefield Street



- Schools require drop off/pick up areas. There are a number of schools along the route, including Christian Brothers College, St Aloysius College and St Mary's College.
- Existing drop off/pick up zones will be integrated into the new bikeway design with great consideration to safety.

Pictured: Christian Brothers College



- Many established trees already exist along the route and are within the road reserve between parking bays.
- The street arrangement will consider existing tree alignment and upgrades to tree surrounds to improve growing conditions.

Pictured: Christian Brothers College

All images on this page courtesy of Google.

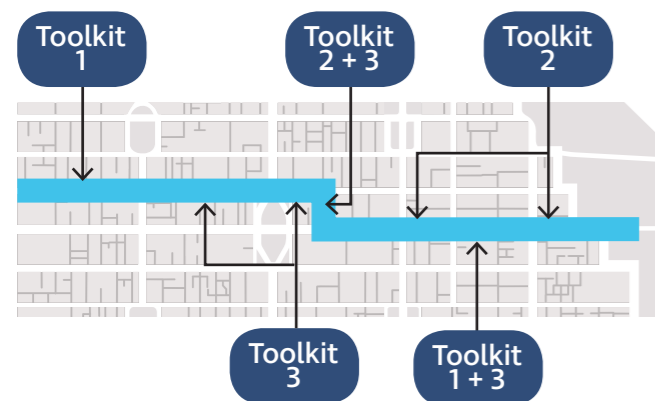
All images on this page courtesy of Google.

Bikeway design toolkit

To design the East-West Bikeway, a number of different approaches can be applied. These approaches, or 'toolkits', form a kit-of-parts that can be applied simultaneously along a street to address various conditions, as outlined below, to implement a functional and safe bikeway.

The many street conditions and operations that the toolkit can be applied to includes:

- Bus stops
- School drop off/pick up zones
- On-street parking
- Loading zones
- Road widths and traffic flow
- Street trees
- Kerb alignments and protuberances
- Garages and driveways
- Side streets and laneways
- Traffic signals and intersections
- Stormwater flow
- Rubbish collection
- Services (e.g. fire hydrants and mail boxes).



An example of different toolkit approaches applied along the East-West Bikeway



Toolkit 1. Linemarking + flexi-posts

Flexi-post bollards are light-weight, flexible posts affixed to the road surface. Using flexi-posts along with linemarking is an affordable and effective way of delineating a roadway that provides a vertical separation between traffic/parking lanes and bicycle riders.

This method is widely used nationally and internationally to create safe separated bike lanes.

Key design elements:

- Bike lane is at same level as traffic and parking lanes
- Use of standard traffic control devices (linemarking and posts) are universally understood by road users
- Vertical element provides clear and visible separation creating a safe bikeway
- Low-impact and fast construction/installation
- Easily maintained
- Approximately 5 year asset lifespan



Broken Head Bike Path, Byron Shire (Image © Durapost)



Kinzie Street, Chicago (Image © Philadelphia2050)



Garden Oaks Drive, New Orleans USA (Image © City of New Orleans)

Bikeway design toolkit (continued)

Toolkit 2. Concrete buffer + integrated greening

Concrete medians can be used as a robust buffer between parking/traffic lanes and bike lanes to ensure protection and strong visual delineation. This toolkit also presents opportunities to integrate greening, improving the overall amenity of a street.

This approach is similar to the North-South bikeway between Carrington and Wakefield streets. It is also widely implemented both nationally and internationally.

Key design elements:

- Bike lane is at same level as traffic and parking lanes
- Concrete buffer can be designed to minimise visual presence, i.e. dark colour
- Tree planting can occur where buffer width allows
- Integrated low-level planting to allow for sightlines
- Regulatory signs and linemarking will be required to reinforce street navigability
- No alterations to drainage system required
- Higher level of maintenance required for greening
- Asset lifespan of up to 20 years



LaTrobe Street, Melbourne (Image © Google)



North-South Bikeway (Image © Google)



Fell & Oak Streets, San Francisco USA
(Image © Sergio Ruiz)

Toolkit 3. Bus stop islands

This treatment is to be used at existing and new bus stops that are located along a bikeway route to facilitate safe interactions between pedestrians, bike riders and buses.

Key design elements:

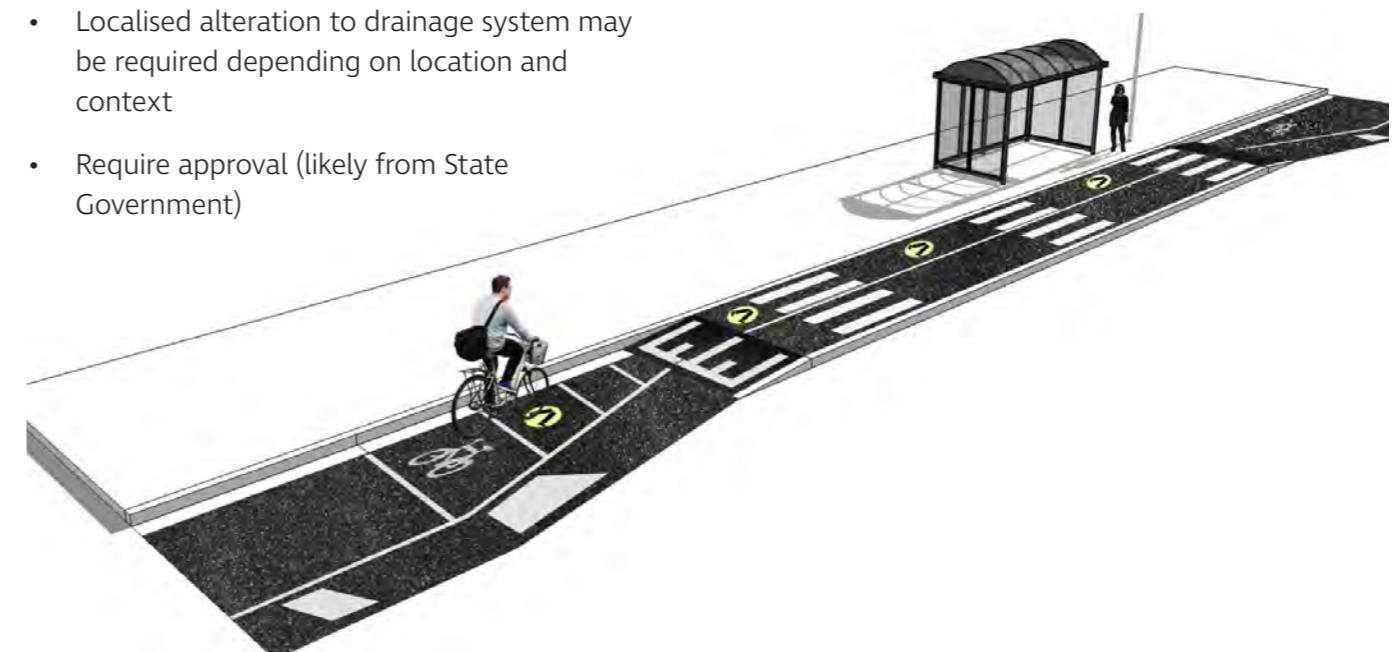
- Providing a clear path of travel through the space for both bike riders and pedestrians
- Increase width of buffer to accommodate bus shelter and pedestrians waiting or loading
- Slow riders down by narrowing bikeway width and/or changing surface treatment or levels
- Direct pedestrian movement providing priority pedestrian crossings with crossing linemarking
- Maintain sightlines in the area by minimising clutter
- Regulatory signs and linemarking, where required
- Localised alteration to drainage system may be required depending on location and context
- Require approval (likely from State Government)



Surry Hills, Sydney (Image © Anna McDonald)



North-South Bikeway



Bikeway design toolkit (continued)

Toolkit 4. Planter boxes

Planter boxes are a temporary, low-impact and reasonably low cost way of implementing greening without high disturbance to a site.

With the right species, planter boxes can beautify and reinforce the character of city streets, and provide shade and shelter to all users of the bikeway and footpath.

Key design elements:

- Planter boxes to be used on footpaths adjacent to the bikeway, or “leftover” areas in the road reserve away from traffic
- They are not to be used as physical separators between the bikeway and the traffic
- Implement in continuous groups where appropriate, to create an immediate visual and environmental impact to the bikeway and its surroundings
- Trees planted should be appropriate to the street environment, including being considerate to adjacent street trees, building awnings, signage and traffic signals
- Low-level planting choices to be plants that have compact or trailing forms (no spreading properties), no higher than 600mm, have minimal plant litter and have dense foliage
- Require regular maintenance regimes, especially for low-level planting
- Require regular watering (through a watering truck or similar), especially during early stages of establishment
- Require horticulture and maintenance staff
- Require machinery and associated heavy vehicles to load/unload planter boxes to site



North Terrace, Adelaide (Image © Daryl Tian)



Sydney trial cycleways (Concept image © City of Sydney)

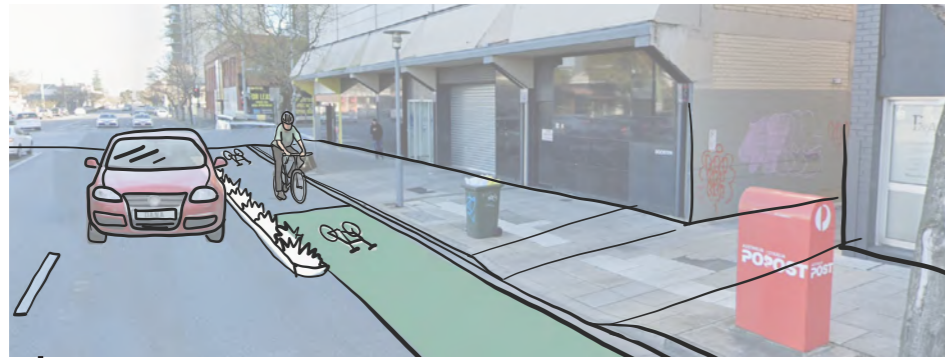


Leigh Street, Adelaide (Image © Glam Adelaide)

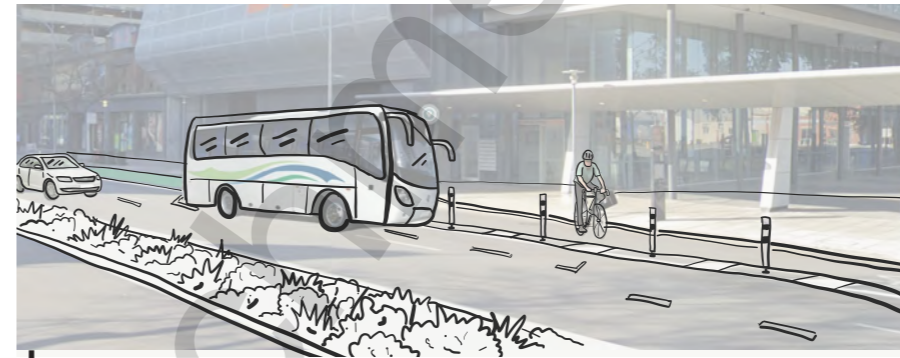


Application

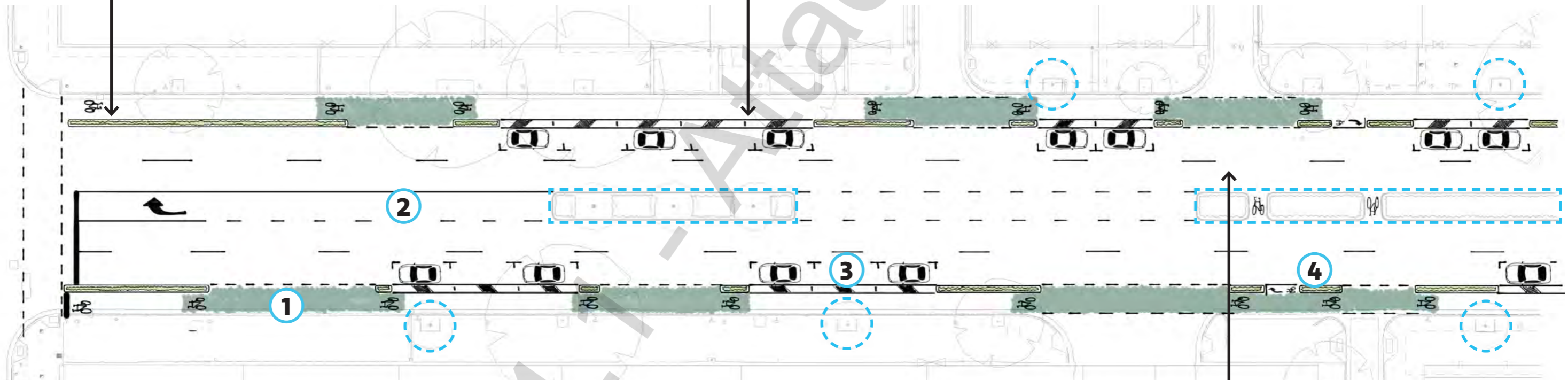
The toolkit can be applied simultaneously along the East-West Bikeway, depending on each localised situation. Below is a high-level breakdown of how the toolkit can be applied on a typical street block. These approaches will be refined and developed during detailed design on a case-by-case basis.



Toolkit 2: Concrete buffer with integrated greening

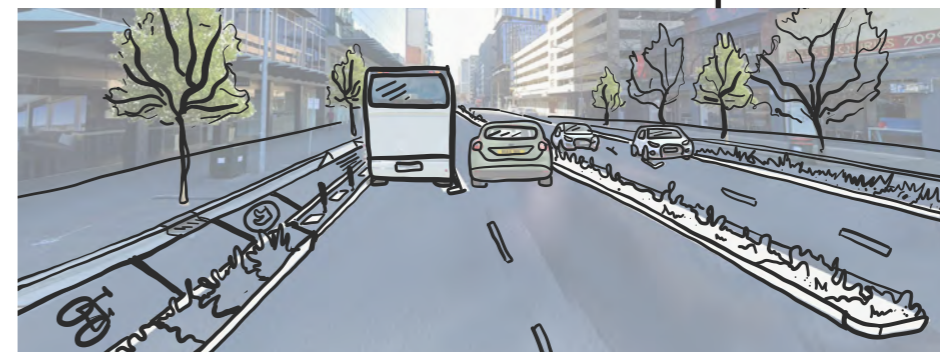


Toolkit 1: Linemarking + flexi-posts adjacent parking spaces



- 1. Green surface treatment across side streets and driveways
- 2. Linemarked central median to facilitate vehicle turning movements
- 3. Off-peak parking arrangement as per Frome Street
- 4. Bicycle turning areas




Future opportunities for median with integrated greening & footpath tree planting

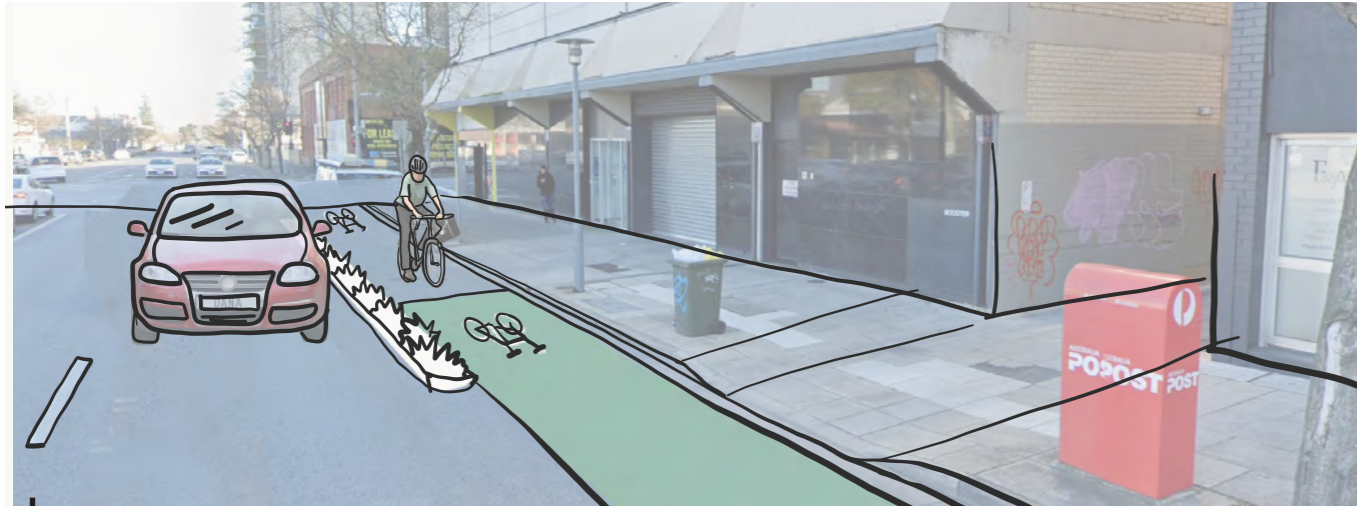


Toolkits 1 + 2: Linemarking + flexi-posts adjacent parking spaces with potential future greening

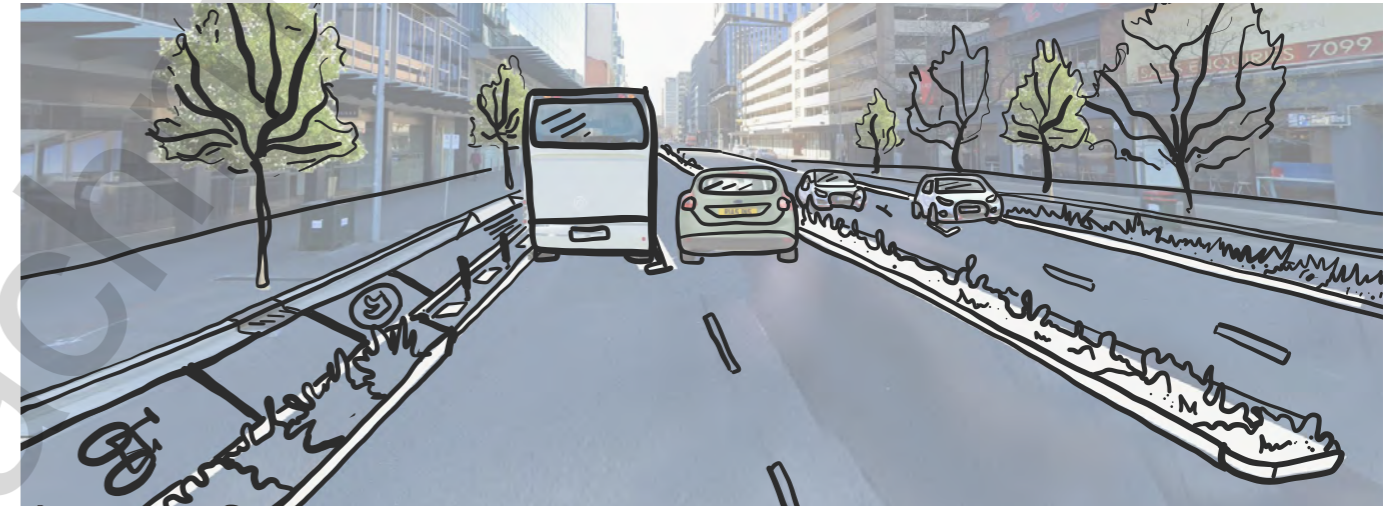
Application

The toolkit can be applied simultaneously along the East-West Bikeway, depending on each localised situation. Below is a high-level breakdown of how the toolkit can be applied. These approaches will be refined and developed during detailed design on a case-by-case basis.

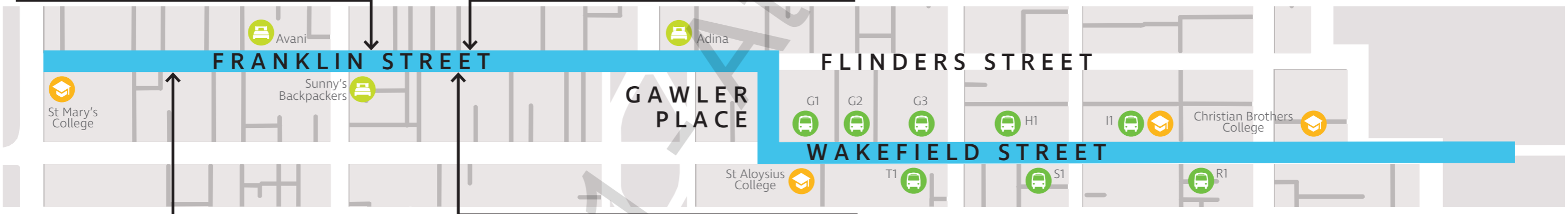
Facilitate drop off / loading areas where required		Require Toolkit 3
		
Schools	Hotels / accommodation	Bus stops



Toolkit 2 on the north-eastern corner of Morphett Street



A mixture of toolkit 1, 2 and 3 in front of Quest






Toolkit 1 used in front of Benjamin on Franklin Hotel, where outdoor dining and parking are maintained

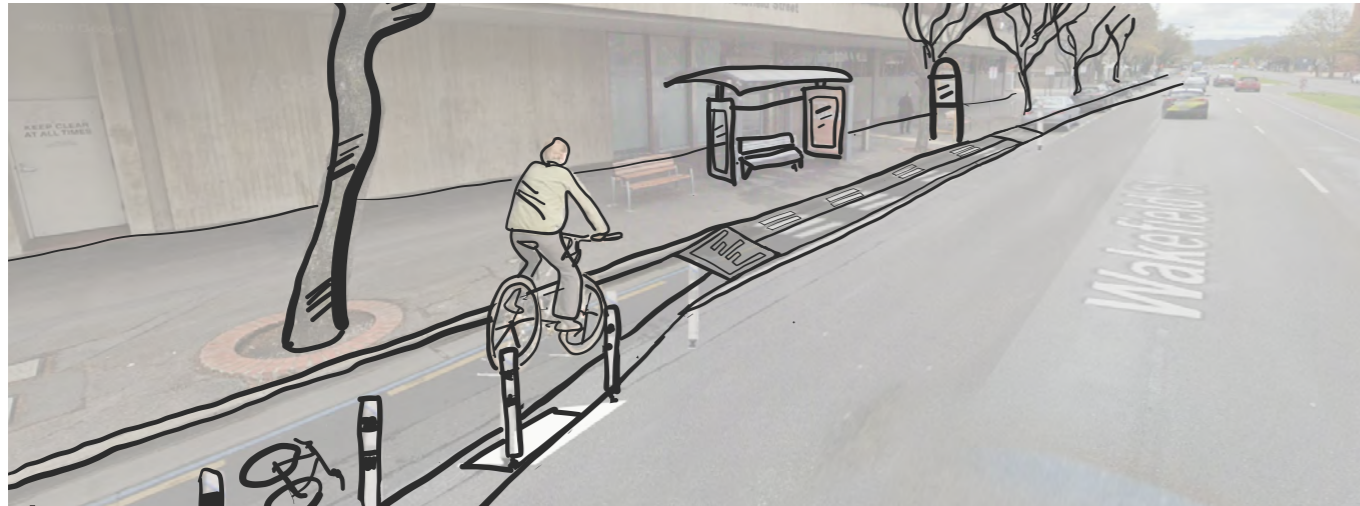


Toolkit 1 to allow for loading at the Adelaide Central Bus Station

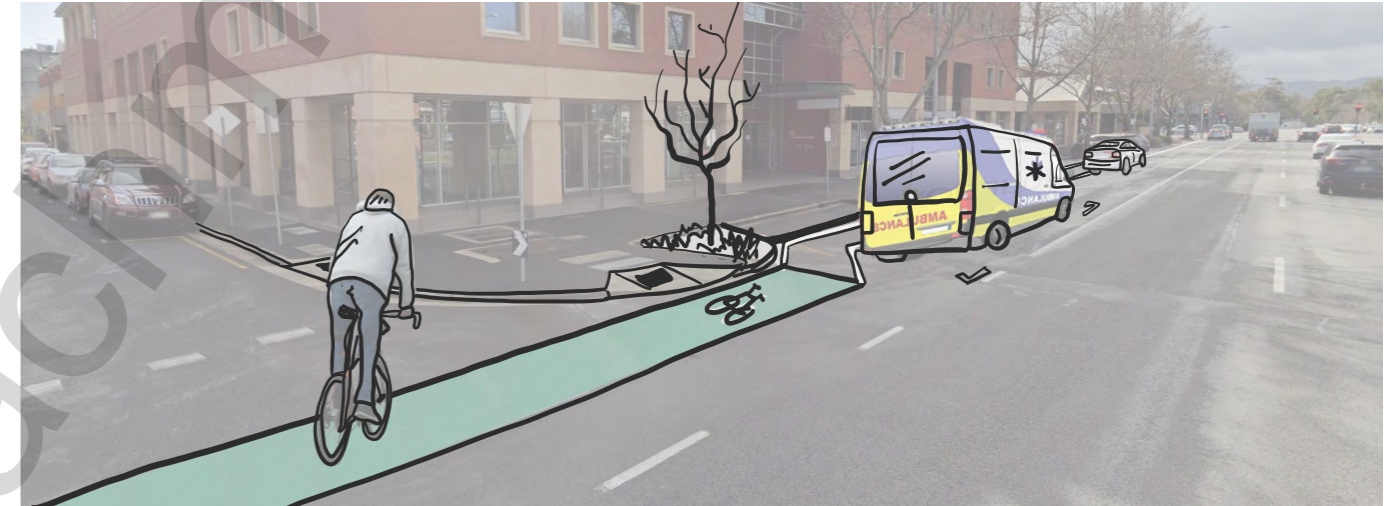
Application (continued)

The toolkit can be applied simultaneously along the East-West Bikeway, depending on each localised situation. Below is a high-level breakdown of how the toolkit can be applied. These approaches will need to be refined and developed during detailed design on a case-by-case basis.

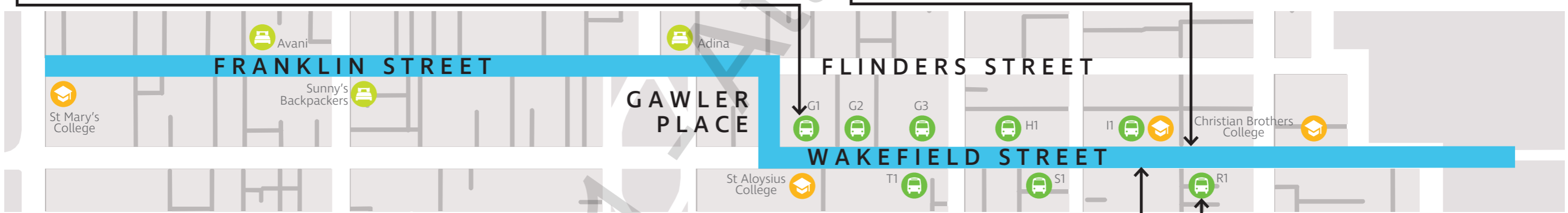
Facilitate drop off / loading areas where required		Require Toolkit 3
		
Schools	Hotels / accommodation	Bus stops



Toolkit 3 at G1 bus stop on Wakefield Street



Toolkit 1 to facilitate drop off / loading at the old Calvary Hospital where required



Toolkits 1 and 2 to facilitate on-street parking and driveways / garages and add greening to the street



Toolkit 3 at Bus Stop R1 on Wakefield Street

Image credits

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Item 4.1 - A1



25 Pirie Street, Adelaide
Ph 8203 7320

cityofadelaide.com.au

East-West Bikeway

East-West Bikeway

Your Say
Adelaide

Consultation closes 5:00pm, Friday 19 February 2021

We seek your feedback

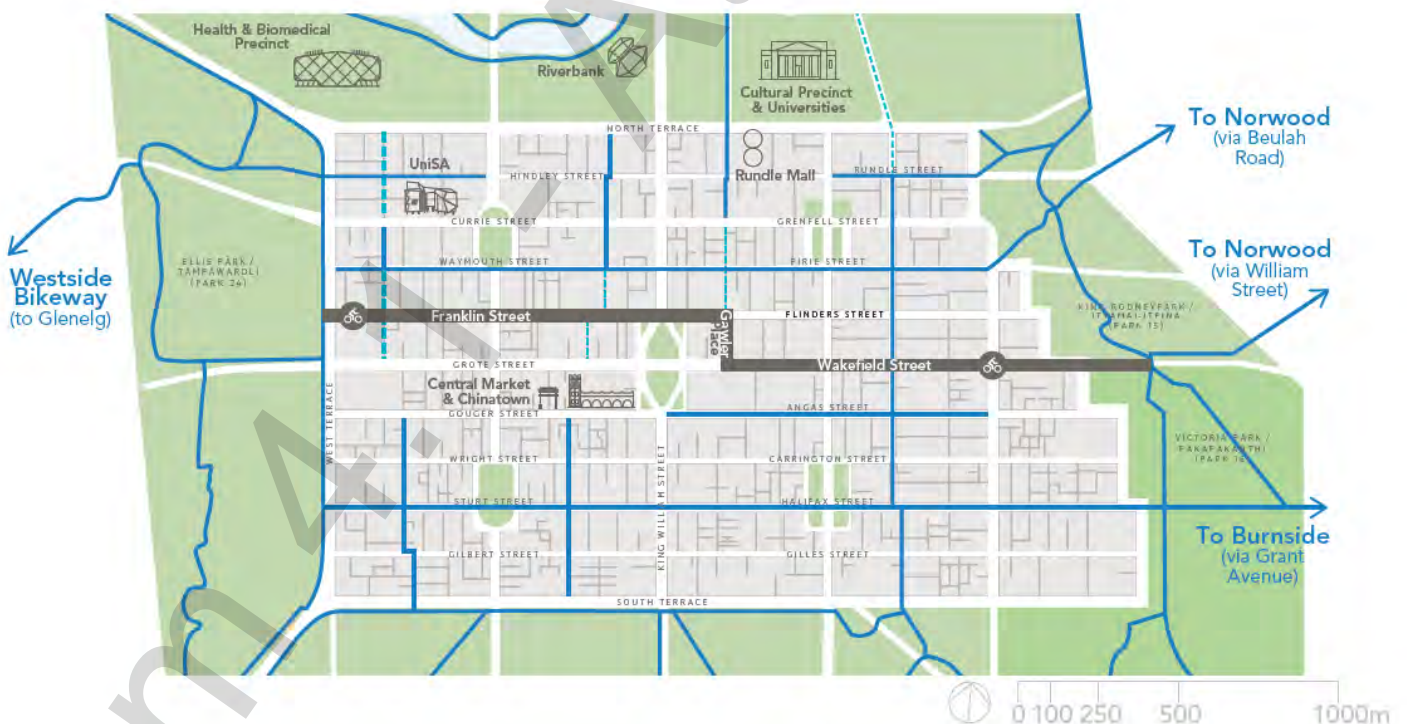
Bikeways provide a healthy transport option that is sustainable and economically viable. They are key to ensuring Adelaide remains one of the world's most liveable cities.

We are seeking feedback from the community on the proposal to develop an East-West Bikeway through the city.

Background

The City of Adelaide, in partnership with the State Government of South Australia, committed \$12 million in funding to build two separated bikeways through the City: one from north to south and the other from east to west.

The proposed route of the **East-West Bikeway** is along Franklin Street, Flinders Street, Gawler Place, Wakefield Street and Wakefield Road, as shown on the map below.



Customer Centre – 25 Pirie Street, Adelaide (08) 8203 7203
yoursay.cityofadelaide.com.au



East-West Bikeway

Globally, many of the world's leading and most liveable cities are cycle-friendly cities, using bikeways to:

- Improve health
- Reduce pollution
- Reduce congestion
- Better connect neighbourhoods and streets
- Make it cheap and easy for people to get around
- Provide a safer street environment
- Reduce carbon emissions

At its meeting on 15 December 2020, Council approved consultation to begin, to notify the community about the project and to seek feedback on the East-West Bikeways Design Guide.

The East-West Bikeway Design Guide is provided with this pack.

The bikeway design has been developed to provide a balance between street users, is consistent with the operation of the existing bikeway on Frome Street and can be implemented within the available budget.

The bikeway will create a safer street for everyone and is likely to encourage people to make more trips by bike.

Some on-street parking spaces will be removed when the bikeway is installed. However, surveys of the existing usage of spaces show that existing parking demand will generally be accommodated by the reduced number of parking spaces.

In locations where demand for parking spaces is likely to exceed the number of on-street spaces, we will work with stakeholders to understand the local circumstances and seek appropriate solutions. This could include amendments to the street layout and changes to parking controls in nearby streets.

Timeline

19 February 2021	Consultation period ends
20 February – 26 February 2021	Review feedback
March 2021	Feedback presented to Council for decision to proceed
Mid-2021	If approved, bikeway construction commences

East-West Bikeway

How do I provide my feedback?

There are several ways in which you can provide feedback:

Feedback Form (attached to this information pack)

Online: yoursay.cityofadelaide.com.au

Talk with a team member: 0407 773 198

Email your comments to citybikeways@cityofadelaide.com.au

Written Submissions

All written submissions must be received by 5.00pm on the date advertised and should be addressed to:

Community Consultation

East-West Bikeway

GPO Box 2252, Adelaide SA 5001

What happens next?

We will acknowledge your feedback either by email or in writing.

We will collate all feedback received and will present it to Council in March 2021 for their consideration.

For enquiries please contact:

Ben Cunningham, Senior Consultant, Holmes Dyer

T: 0407 773 198

E: ben@holmesdyer.com.au

Or visit yoursay.cityofadelaide.com.au

Q2. Do you have any comments on the design approach for a two-way separated bikeway in the centre of the street as proposed by the City of Sydney? (see page 5 of the Design Guide)

Q3. Do you have any comments about the proposed bikeway design?

Q4. Do you have any comments about the proposed parking layout?

Q5. Do you have any comments about the proposed associated street improvements?

Q6. Do you have any further comments or suggestions (including route alignment or design)?



Providing contact details in a feedback form is optional. However, we ask for this information because we want to know a little more about who you are and how you use the City to ensure we get a higher quality of data to go along with your feedback. The data will help us analyse feedback from specific groups (e.g. age, gender, City users), which in-turn will provide a richer and more valuable response to help Council make decisions.

First Name:		Last Name:	
Email Address:			
Address:			
Business/Organisation Name (if applicable):			
Gender:	<input type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Other Identity	Year of Birth:	
Are you a City of Adelaide Ratepayer?	<input type="checkbox"/> Yes <input type="checkbox"/> No		
Please tell us how you participate in city life (tick all that apply):			
<input type="checkbox"/> Work	<input type="checkbox"/> Live	<input type="checkbox"/> Shop	<input type="checkbox"/> Play <i>(e.g. leisure, recreation, entertainment, dining)</i>
<input type="checkbox"/> Study	<input type="checkbox"/> Tourist	<input type="checkbox"/> Own a Business	
Please indicate your main areas of interest (tick all that apply):			
<input type="checkbox"/> Council Services & Programs	<input type="checkbox"/> Open Space & Recreation	<input type="checkbox"/> City Design, Planning & Development	<input type="checkbox"/> New & Future Projects
<input type="checkbox"/> Social & Community Issues	<input type="checkbox"/> Policy, Budget and Management Plans	<input type="checkbox"/> Environmental Issues	<input type="checkbox"/> Arts & Events in the City
Please indicate the locations that are of interest to you (tick all that apply):			
<input type="checkbox"/> North Ward	<input type="checkbox"/> Central Ward	<input type="checkbox"/> South Ward	

Your Say Adelaide is Council's online consultation website. It is your chance to be kept up-to-date and provide feedback on areas of the City that interest you. Would you like to be signed up to Your Say Adelaide online and be emailed when there is an opportunity to have your say on areas that are of interest to you?

Yes No

Please Note: If you've ticked Yes, you will receive an email to your nominated e-mail address above to confirm your new account.

APPENDIX 4 - LETTERS RECEIVED FROM STAKEHOLDERS



5 February 2021

Ben Cunningham
Senior Consultant
Holmes Dyer
ben@holmesdyer.com.au

City of Adelaide
City Bikeways Team
citybikeways@adelaidecitycouncil.com

Dear Ben and City Bikeways Team

YOUR SAY CONSULTATION - EAST – WEST BIKEWAY

The SA Active Living Coalition would like to congratulate the City of Adelaide for supporting low-stress cycling routes in the City and providing best-practice infrastructure.

We commend the City of Adelaide for your valuable work to improve the health of your residents and workers, and the liveability of our State's Capital.

Health of South Australians

We know that South Australians are among the most sedentary and overweight people in Australia and doing what we can to reduce this is important.ⁱ

South Australians' lifestyles have significant implications for our health, environment, and economy. The traffic and congestion problems of our State's capital can be relieved, not by making bigger roads, but by encouraging alternative transport options. Many cities are tackling the problem of too many cars by redesigning street spaces to [favour pedestrians and cyclists](#) and by investing in [public transport infrastructure](#).

Physical inactivity is a major modifiable risk factor for heart disease and many other chronic diseases. At least 60% of Australian adults do less than 30 minutes of physical activity per day and only one in ten adults report completing the recommended 10,000 steps per day.ⁱⁱ

East West Cycling Health and Liveability Value

The Coalition's general position supports infrastructure improvements that enable increased walking and cycling as part of a liveable Adelaide.

A significant investment to enable east west CBD cycling connecting to inner networks we consider will foster increased cycling to and through the City by inner city residents.

This should improve health outcomes, better balance road space use, and enable more people to access the CBD, presenting new business opportunities.

Ultimately, more people cycling to the City every day will mean better health for our City workers.

About the Active Living Coalition

The Active Living Coalition (Coalition) is collaboration between key Government and non-Government organisations with the key purpose of advocating for and supporting the integration of active living principles into the built environment. Since 2007 the Coalition has been auspiced by the Heart Foundation.

Active living is a way of life that integrates physical activity into daily routines.

Our current patterns of living, that rely less on local facilities and opportunities and more on dispersed and distant centres of work, education, shopping and recreation that are typically only accessible by private car have led to a reduction in opportunities to be physically active in daily life and have contributed to increasingly sedentary lifestyles.

I also take this opportunity to advise that the Coalition is prepared to participate in consultation undertaken and offer perspectives about the potential role of improved cycling infrastructure in fostering healthier and more liveable communities.

Please do not hesitate to contact me with any queries in relation to this matter.

Yours sincerely



Heath Edwards MPIA FAILA
Chair
South Australian Active Living Coalition
[REDACTED]
[REDACTED]

CC: Tuesday Udell, Senior Policy Advisor Heart Foundation SA/NT

ⁱ Australian Bureau of Statistics. National Health Survey 2014/2015

ⁱⁱ Australian Bureau of Statistics 2012



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

Bike Adelaide (formerly the Bicycle Institute of South Australia) advocates for safe and inclusive cycling infrastructure in Greater Adelaide. Bike Adelaide proudly advocates for people who choose to cycle as part of their regular commute, recreation as well as the sheer enjoyment of riding a bike. Furthermore, Bike Adelaide has an interest in sustainable transport systems as a mechanism to deliver better health, environmental, economic and accessibility outcomes for the people of Adelaide.

Bike Adelaide has provided considerable input and support to the City Bikeways Project over 4 years.

1. City Bikeways history

Firstly, it is important to note the hard struggle which was undertaken to ensure the North/South Bikeway was delivered. Today it would be difficult to find a person who believes this Bikeway has cost the city rather than provided benefit. We must remember this. No change is easy.

Initiatives such as bikeways, which provide the infrastructure needed to reduce cars on the road and increase space for people, are being embraced world wide because they work. It is that simple. It is essential that the City of Adelaide Bikeway's story has a happy ending.

We thank the City of Adelaide for the opportunity to comment on the proposed route and design. Please find our comments below.

2. Proposed design

Bike Adelaide supports the kerbside bikeway design approach as set out in the East-West design guide. Separation of cyclists from motor vehicles is required on high traffic roads for safety and comfort.

The street conditions along the route provide a great opportunity for a successful bikeway with wide streets, low off-peak traffic volumes and significant potential for street upgrades including greening and art to not only attract bike riders but also to attract people walking and visiting. With many schools on the route and students that use public transport the bikeway could make their walk a lot nicer (more protection from cars, less traffic noise, more greening etc).

We want to see this bikeway support business on the street as has happened in other cities. For schools, what better way to teach students about climate change and health than to provide a protected bikeway straight to their school?

We highlight the following requirements to ensure safety and comfort in design and delivery:

1. The Bikeway width delivered is 2.5m except at pinch points (e.g where outdoor dining areas already exist)

2. Riders are protected at intersections with a Dutch style intersection approach (planned for future delivery when funds are available).
3. Sufficient buffers are provided to prevent dooring from parked cars/delivery vehicles
4. The Gawler Place contraflow lane is well designed for bike safety.
5. Signals at Gawler Place allow for quick, safe and easy bicycle movements.
6. Concrete kerbing (for buffers) should not be 90 degrees but rather sloped to prevent pedal strike.
7. Side street turning movements are safely managed by delivery tight turning corners to slow traffic speeds.
8. Safe landing spaces and crossing points for pedestrians/car drivers are provided
9. Drivers are provided with good visibility of bicycle lane traffic
10. Contraflow bicycle access is provided along Gawler place from Pirie Street to Wakefield street to increase connectivity to the new bikeway from the east.
11. A smooth cycling surface is provided

As details such as buffer widths are not provided it is difficult to discuss specifics. Our hope is to support the delivery of a high-quality design to support pedestrians, cyclists, businesses, car users, everyday city users. We are open to support to assist with this by engaging in meaningful conversations. We would also appreciate the opportunity to engage on design options if for example the street speed limit was reduced to 40km/hr with a place focus.

3. Bikeway design toolkit

A Bike Adelaide review of the options provided in the toolkit concludes the options provided are safe for cyclists and provide an effective form of physical separation clearly delineating space for cyclists with the additional protection of parked cars. This is a significant safety improvement to the current painted white line. **What is also important is that the toolkit options allow the east-west bikeway to be delivered as a continuous route as soon as possible, with future upgrades.**

The toolkit outlines effective low-cost options that provide protection to bike riders. Although a car can travel through a flexipost they can also travel over kerbs, through greening and into houses if losing control as has been demonstrated by multiple car accidents in recent weeks. No option is fully car proof.

The options provided in the toolkit have all been successfully implemented in cities around the world.

Where possible and within budget Bike Adelaide would like to see concrete buffers with landscaping used to add greening to the street for all users (with sloped kerbing to prevent pedal strike).

4. Alternative design

Bike Adelaide strongly opposes centre running bikeway options and is concerned about the inclusion of this untested and unsafe design option in the consultation materials. This design option is rarely used internationally for the following reasons:

- It is difficult for riders to access a centre of the road bikeway
- The design introduces new complexities to the road system that are difficult to understand including for many international students/visitors (who may already be trying to adapt to travelling on a different side of the road)
- There are no benefits to the design compared to a kerbside design
- The broader benefits to pedestrians are lost (bikeways provide a buffer to cars when kerbside)

It remains unclear if the City of Sydney will continue with the Oxford Street design approach. Through our conversations with cyclists in Sydney we have heard there is significant opposition to the proposal from regular riders. Furthermore, the consultation materials imply there is a benefit to car parking loss if a centre of the road option is provided which is not tested. The process and rationale for the inclusion of this option requires additional explanation from the City of Adelaide.

5. Proposed route

Bike Adelaide supports the proposed route as a way to deliver a safe low-stress access point for people entering the city from the west and east. **Importantly, to maximise the benefit of the proposed route, the Gawler Place treatment should be extended to Pirie Street. This would provide riders with critical route options to connect with the new bikeway from the East, therefore maximising investment.**

The route:

1. Ensures closures to Victoria square do not close off bike access.
2. Brings riders close to the areas of the city with high employment density/rider activity (Franklin Street)
3. Links to key entry points for cyclists from the parklands
4. Increases transport accessibility

Despite the above support, we would like to highlight our preference for a direct route along Flinders/Franklin Street. This would maximise return on investment.

We understand the route has not progressed along Flinders Street due to a backlash from business. While the businesses on Flinders may believe they have had a win with the route being redirected, evidence on property price uplift, reductions in rental vacancies, retail spend, and gains to business from street investment offer a different story; they may have just fought against what is likely to be the best thing to come to their street in the next 50 years. What is their loss with be another's gain? Business/residents/schools along the proposed Bikeway route will benefit instead.

6. Transport accessibility

The proposed route and design maximises use of road space to increase transport accessibility for people coming by bike while maintaining access for motor vehicle traffic. The design provides the opportunity to increase the movement of people along the route without having to increase road width. Encouraging people to leave their car at home by providing good alternative options will encourage and enable more people to come to the City of Adelaide, while freeing up car parking for people that require a car for the trip.

Cycling is an accessible transport mode usable by people of all ages especially for trips up to 5kms. A significant proportion of city visitors live within 5kms. Electric bikes add an extra surge to the potential.

7. Delivery

It is exciting to see the proposed delivery process replicate successful initiatives globally. Delivering a cost effective and quick to deliver design that links with long term strategic goals and maximises the use of existing funding for the cities benefit is a great approach.

The affordable option proposed importantly allows for the complete delivery of the route in a quick timeframe.

8. Car parking

Bike Adelaide notes the choice of route allows for the retention of high volumes of on street car parking. By delivering a safe protected bike route car parking demand will also be reduced. It is important to provide sufficient car parking for:

- People with physical needs
- Taxi drop off/pick up
- Student drop off for younger students/students with special needs
- Convenient deliveries

9. Bike parking

We encourage the City of Adelaide to invest in cycle parking along the route.

10. Street upgrades

Our hope is that as much greening is delivered as possible with the initial roll out, supported by a longer-term strategy for more greening as funds become available, and an arts strategy to brighten up and brand the route. Using the Market Quarter Branding for the Franklin section would also link the bikeway to the Central Markets. There is significant potential to make a great street for people.

11. The East-West Bikeway process - concerns

As this is the first opportunity for the public to provide feedback on the East-West Bikeway we would like to note the following concerns with the process:

- Councillors allowed a minority voice to stop public consultation on a Flinders/Franklin Bikeway before it began in 2017 and have prevented any consultation since on this route. A motion by councillors specifically prevented any City of Adelaide staff from progressing the concept. As a result, sadly, to our knowledge staff have never had the opportunity to show a design, talk with or interact with concerned businesses on Flinders Street (the route suggested by expert transport planners). **We would question if this meets community expectations about how City of Adelaide councillors manage important public policy decisions.**
- It has been difficult for the public to determine if transport decisions made by the City of Adelaide councillors are evidence based.
- Is the City of Adelaide inclusive? Discussions on the City Bikeway's project have sadly alienated people who bike. They do not feel welcomed in the city. **The actions of councillors have spread the message "you are not welcome here"**. This is particularly difficult for City of Adelaide residents that cycle and feel alienated and disrespected by those that were elected to represent them. Visitors to the City of Adelaide been ignored with councillors stating they are working for ratepayers. Visitors are the backbone of the City of Adelaide. **As 64% of visitors do not come by car and yet they are provided with only around 15% of street space the inequity is significant.**
- Delivery of the East-West Bikeway has been delayed in the Council chamber for over 3 years. Over this time the City of Adelaide's focus on prioritising motor vehicle traffic over pedestrians, cyclists and public transport users whilst simultaneously delaying the City Bikeway's projects requires analysis. What successes has this focus brought to city business, arts and culture?

12. City Access Strategy process - concerns

We encourage the City of Adelaide council to rapidly finalise the City Access Strategy (12 months overdue) and take on the transport advice which was provided to you by the external consultants in this report. It is unclear, and again a concern for good public policy management, how and when it was decided to stop public consultation on this document or why release to the public is delayed. It is also unclear which route was proposed for the East-West Bikeway in this strategy.

Significant questions need to be answered about how council is making significant transport decisions; on what advice and at what cost?

13. Broader transport planning - What are Bike Adelaide's network priorities?

Under a 'four Cs' approach, bicycle routes need to be Comfortable, Connected, Continuous, and Consistent. However, to create cycling networks from individual routes, additional, strategic considerations are required. Bike Adelaide has adopted the following:

1. Connect catchments to destinations – the ACC area continues to be metro Adelaide's main destination due to the concentration of employment, services, entertainment and retail. However, even locally, the better that routes connect supply (residential catchments) and demand (destinations), the more they will be used and the more that goals around cycling will be achieved.
2. Separated facilities – from both traffic and pedestrians. To attract the most cyclists, cycle routes need to be separated (or mostly separated) from traffic. Off-road paths designated for shared use create their own issues with pedestrians, particularly when volumes of walkers and/or cyclists are high, tidal and/or concurrent; being a second-best result in these conditions.

Regarding separated facilities, we generally oppose two-way travel being provided on one side of the carriageway. European research has found negative safety outcomes with this design philosophy, as drivers do not adequately yield to cyclists coming from a path on the passenger side. Nonetheless, this may be appropriate (and supportable) if the facility has no cross-overs or junctions; and/or provides direct linkage to a two-way shared path.

3. An "8-80" network – this will be achieved in the first instance with a coarser grid of separated routes that can be accessed by low-stress connections, low speed limits (40km/h to 30km/h) in residential streets helping to establish the appropriate local cycling environment, and safe crossings of major roads. 8-80 refers to a network suitable for use independently by a child aged 8 years up to an adult aged 80 years.

Thank you again for the opportunity to comment on this exciting and positive project. Bike Adelaide supports the proposal and looks forward to following the next steps.

Warm regards,



Katie Gilfillan, Chairperson

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Firstly, thank you for sending me this notification on Tues 16, 3 days before closure period for feedback — perhaps you are trying to avoid negative feedback?

Secondly, what another complete waste of money and effort, something this current council is GREAT AT. A totally unnecessary project which will remove parks, look horrible and be a nightmare for cyclists & drivers alike. — oh, unless your masterplan (which is an oxymoron when related to the ACC) is to rid the city CBD of cars (no surely not)

— although seeing the CEO, CFO & you Matthew riding or framing it into work everyday might be worth seeing

Cyclists can quite easily navigate around the CBD now so this project is not required.

But of course you will do it anyway, regardless of negative feedback

Let's get further into DEBT.

I want an East-West Bikeway installed in the Adelaide CBD, and soon rather than more delays. Some thoughts below.

Bicycle transport has many advantages when compared with motor vehicles, especially for traffic congestion and the environment (e.g. air and noise pollution).

Community-minded people who favour sustainable bicycle transport should not be penalised by poor infrastructure, unsafe roads and crashes resulting in injuries.

I am still in recovery, 13 months after the last negligent driver hit me, and the surgeon predicts there will be permanent symptoms.

Well-known Adelaide planner Stephen Yarwood points out that Adelaide CBD has more than 45,000 car parking spaces, which is more than any other Australian capital city, including larger cities that service more people. That Adelaide has 26 east/west roads for vehicles, 26 east/west footpaths for pedestrians, but not one east/west bikeway for cyclists.[1]

Yet there appear to be drivers who are reluctant to give even a little space to improve the safety of vulnerable cyclists. And this polarisation appears to be fuelled by some media. Even ignoring overseas studies that indicate good cycling infrastructure in business precincts increases sales.

The State Government brought to Australia from Europe the transport expert Professor Fred Wegman. He recommended two bikeways for the Adelaide CBD.[2]

Planner Stephen Yarwood (formerly Lord Mayor) continues to support transport mode choices, e.g. cycling, walking and public transport.[1]

In 1976 Rundle Mall became a pedestrian precinct and welcomed shoppers who arrived by public transport, although the nearby UPark caters for drivers. I predict few would not want the mall to revert to a vehicle domain.

In 2012 priority bus lanes were added to Grenfell Street. The majority road users were public transport passengers. However, some drivers aided by some media, objected strongly to relinquishing a portion of the **public** road.

In 2014 the North-South Bikeway was officially opened, in time for the Velocity Global Adelaide 2014 attended by interstate and international cyclists. By 2017 ACC had voted to rip up this bikeway to make more room for motorised cars. Some drivers aided by some media encouraged this costly backward step.

Climate change is reminding people that transport choices need to change. There are times when a private car is preferable, but it is the third option for me when cycling or walking usually suffices. Electric cars will not resolve traffic congestion, or pollution from brake and tyre wear.

Within a few decades will people acknowledge that transport needed to change? Will planners muse about the delay in installing two bikeways? Will Adelaide have embraced safer cycling infrastructure from Amsterdam and Copenhagen, where half of the people commute to work on bicycles?

References:

1. Our city must serve people who don't drive cars – opinion by Stephen Yarwood. He was Adelaide's Lord Mayor from 2010 to 2014. He works as a consultant on urban governance, strategy and policy. – published by InDaily on 15-Dec-2020 – an extract: This whole “bike versus car” thing needs to stop. If you want to drive, that is fine, but building infrastructure and running a city is not all about you. Instead, we see a media-fuelled fear campaign over the loss of just 200 car parking spaces in a downtown urban environment awash with car parks and including a retail environment where people generally walk to their destination. – indaily.com.au/opinion/2020/12/15/our-city-must-serve-people-who-dont-drive-cars
2. Driving down the road toll by building a Safe System – by Professor Fred Wegman, Adelaide Thinker in Residence 2011–2012 – published by the Government of South Australia – page 10: Establish a demonstration project to create two major routes across the CBD for cyclists for north/south and east/west movements based on “Vancouver” style bicycling lanes.

P.S. The views expressed above are my own, and not necessarily all BUG members, although I believe most members will support the prompt installation of an East-West Bikeway.

Feedback regarding the proposed East-West Bikeway design for Adelaide CBD

Dr Sundance Bilson-Thompson
President, Freestyle Cyclists Inc.
Contact email: [REDACTED]

Summary: Freestyle Cyclists Inc. strongly supports implementation of the East-West bikeway. The safest and most effective design for an East-West bikeway in the Adelaide CBD involves placing the bike path between the footpath and parked cars where angle parking (rather than parallel parking) is in effect. This treatment is also likely to be the lowest-cost option. If implemented successfully, this would serve as a template for further bikeway developments in other areas with angle parking, such as Sturt Street/Halifax Street and Rundle Road. The idea of a bikeway along the centre of the road is undesirable as it would probably be less safe than a curbside bikeway, as well as more expensive.

Detailed Feedback (Design philosophy): This discussion is guided by the "Hierarchy of Controls", a list of measures utilised in safety planning by industries and governments around the world, that ranks methods of reducing risk from most reliable to least reliable. Physical separation from sources of danger is ranked before training and behavioral change, due to its greater effectiveness and lower risk of accidental failure, and behavioural change is in turn ranked before personal protective equipment. In the context of road and bike path design, this means prioritizing physical separation between moving motor vehicles and cyclists. The more robust the design is to human error, the better.

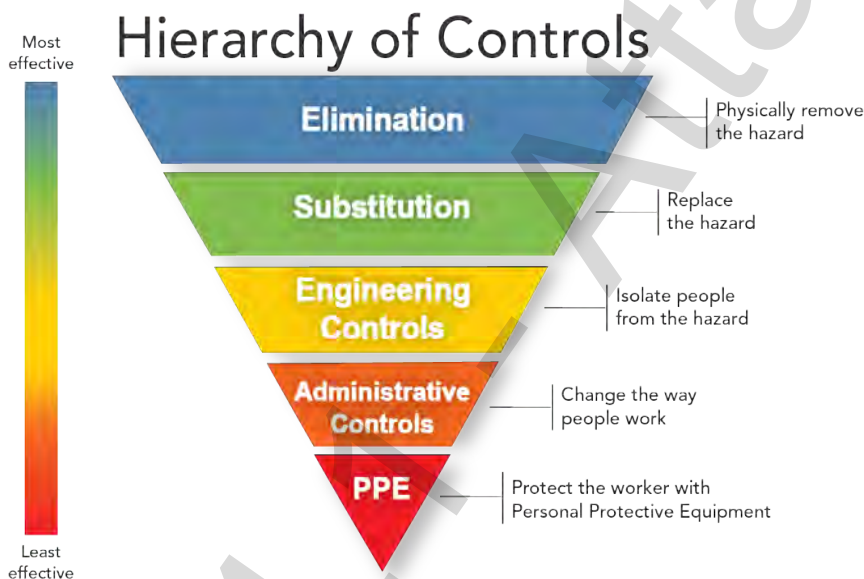


Figure 1. The Hierarchy of Controls. The top levels are least prone to failure due to human error. In the context of cycling safety, the top levels correspond to separated infrastructure, while the lower levels correspond to driver training and legislation (for instance, minimum passing distance laws) and mandatory helmet use.

(Problems with existing bike lanes): The proposed East-West bikeway aims to improve upon the existing painted bike lanes, which are the default bicycle "infrastructure" used throughout the Adelaide CBD. These lanes correspond to the second-lowest level of the Hierarchy of Controls, as they provide no physical barrier between bicycles and moving motor vehicles, and rely upon drivers (and cyclists) to use them correctly. They are therefore prone to human error. The design and placement of such lanes exposes cyclists to the danger of being hit by an inattentive driver, being hit by a parked car opening its door ("dooring"), and being hit by cars crossing the bike lane to park, pull away from the curb, or turn. These dangers occur in both parallel and angle parking scenarios, as illustrated in figure 2, below. This layout for a bike lane is especially unsafe in the case of angle parking, because it places cyclists behind parked cars, reducing their visibility to the driver when cars are pulling out. Unfortunately this layout is utilised in numerous locations around Adelaide, such as on Rundle Road in the east parklands, and Jetty Road, Semaphore (figure 3).

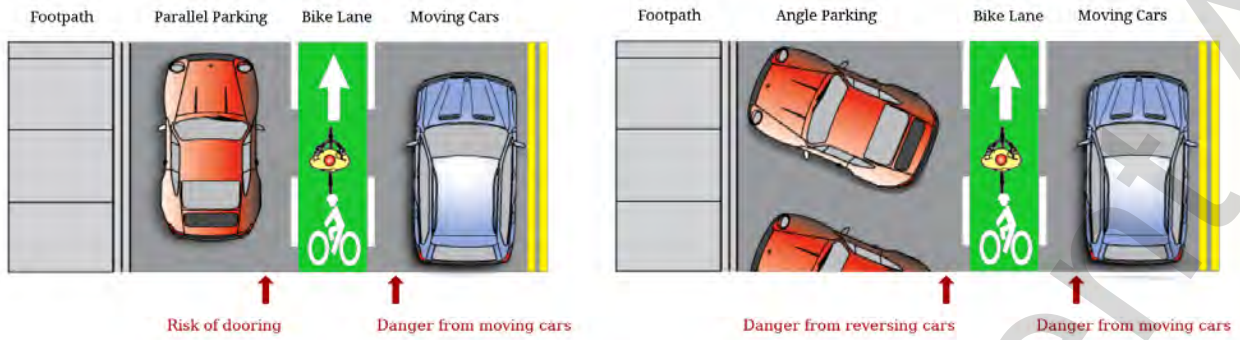


Figure 2: Bad bike lane layouts. These unnecessarily expose cyclists to danger on both sides.



Figure 3: Examples of poor bike lane placement in Adelaide CBD and Semaphore.

(Parking-protected bike lanes): The problems noted above with bike lane placement can be overcome by simply swapping the location of the bike lane and parking bays, as is done in the Frome Street bikeway. This places the bike lane between the footpath and parked cars, as illustrated in figure 4.

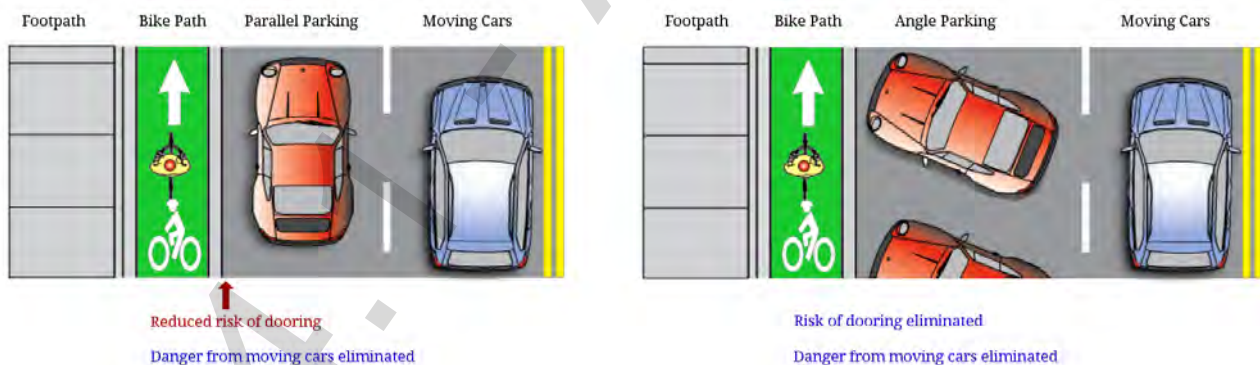


Figure 4. Safer bike lane layouts, where parked cars protect cyclists from moving motor vehicles.

Such configurations have several advantages;

- Such layouts require no more road space than their unsafe counterparts.
- There is no need to eliminate parking spaces, as parked cars provide physical separation that protects cyclists from moving motor vehicles.
- In the case of parallel parking, the risk of dooring is reduced by as much as 90%, since cyclists pass parked cars on the passenger side rather than the driver side, and most cars have a driver but no passengers.
- Any doorings which did occur would push the cyclist onto the footpath rather than in front of oncoming motor traffic, greatly reducing the risk of serious injury.

- The possibility of cyclists coming into conflict with vehicles crossing the bike lane to park or pull away from the curb is eliminated.
- In the case of angle parking, cyclists are placed in front of parked cars, where the possibility of dooring or being reversed into is completely eliminated.

This clearly provides on-road bike lanes with several of the safety advantages normally associated with off-road bike paths, at a fraction of the cost.

Such bike lane layouts are already in use in numerous cities around the world. The pictures below demonstrate their use in the case of parallel parking, in Montreal (Fig. 5), and in the case of angle parking, in San Diego (Fig. 6)



Figure 5: Parallel parking on both sides of a street, with a bikeway protected by the parked cars.

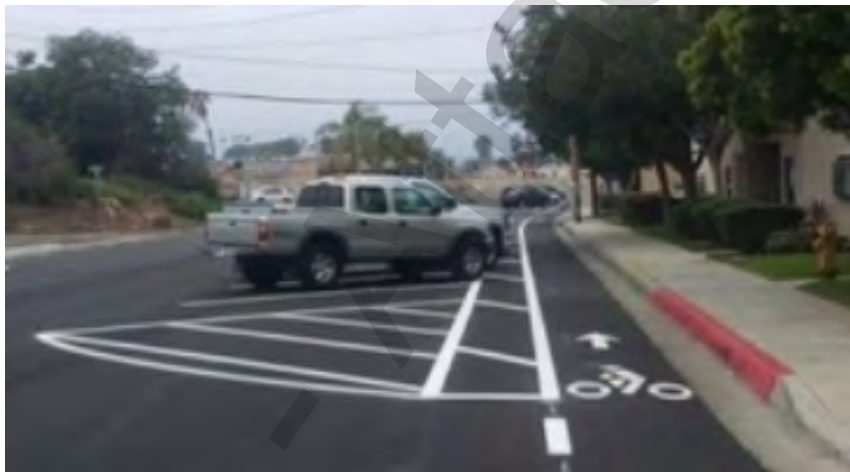


Figure 6: A bikeway protected by angle parking. Note that a narrow buffer between the bikeway and parking bay allows motorists more room to open the boot of their car.

(Angle-parking protected bike lanes): Freestyle Cyclists Inc. would like to see parking-protected bike lanes become the default choice for on-road bicycle infrastructure. In the case of angle-parking, it should be noted that (compared to existing layouts with painted bike lanes adjacent to moving traffic and behind parked cars) **this design converts the least safe configuration into the safest.** The advantages of this layout should be noted again, for emphasis.

- The risk of dooring is completely eliminated, as neither the driver's side or passenger's side of parked cars face towards the bike lane.
- As the risk of dooring is eliminated **there is no need for wide concrete barriers (as exist in e.g. the Frome st bikeway) to separate parking bays from the bikeway.**
- Since the location of parking bays and the bicycle lane are simply being swapped, no extra road space needs to be used, and **there is no need to eliminate parking spaces.**
- The angle-parked orientation ensures that passengers do not alight straight into the bike lane, eliminating the risk of collisions for both vehicle passengers and cyclists. Anyone leaving a car to step onto the footpath can see the bikeway ahead of them, not peripherally.

(Viability in relation to the East-West bikeway route): The proposed East-West bikeway route along Franklin Street, Gawler Place, and Wakefield Street includes extensive stretches of angle parking that could be easily reconfigured to parking-protected bikeway. This is the case on Franklin Street from West Terrace to Elizabeth Street/Byron Place, and most of Wakefield Street east of Gawler Place.

To address the possible concern that there is not enough space to fit a bikeway against the curb by displacing angle parking spaces backwards, we consider the aerial view of Franklin Street (obtained from Google maps) shown in figure 7 (left), and the Frome Street bikeway (right).



Figure 7: Angle parking on Franklin Street (left) and an aerial view of a section of the Frome Street bikeway (right).

Assuming for scale that the parked cars in these images are 4.5 m long, this makes the existing painted bike lane approximately 1.6 m wide, and the space between the outside edge of the painted bike lane and the rear corners of parked cars approximately 2.6 m. Judging by the same method, the existing Frome Street bikeway is around 2.5 m wide, meaning that a bikeway equivalent in width to the Frome Street bikeway could be accommodated by placing the bikeway between the curb and the angle-parking bays on Franklin Street. Similarly, the amount of available space on Wakefield Street is found to be around 2.7 m.



Figure 8:

It is worth bearing in mind that since angle-parking protected bikeways completely eliminate the possibility of dooring, there is no need for a wide concrete barrier between the parking bays and the bikeway. A narrow concrete wheelstop (like those found in shopping centre car parks, e.g. figure 8), to prevent cars parking in the bikeway, would be sufficient. And as figure 6 demonstrates, such protected bikeways can work with a width of less than two metres.

The fact that such a bikeway layout does not require extensive or complicated barriers means that funding can focus on intersections, where most accidents occur, and managing the flow of cyclists around bus stops.

If it is still deemed necessary to have a wider treatment for the bikeway, the possibility also exists of shifting the bike lane space from both sides of the road to a single side, in principle creating a 5 m wide zone on the north or south side of Franklin and Wakefield streets, to create a bi-directional parking-protected bikeway.

(Street-centre bikeway proposal): The alternative design proposal, based on the City of Sydney's plan for a bi-directional bikeway in the middle of Oxford Street is, in our estimation, costly, unnecessary, and unsafe. Such a design violates the principles of the Hierarchy of Controls. It places the users as close as possible to danger (moving motor vehicles). It would require extensive construction of concrete median strips to separate the bikeway from the traffic lanes – and even then an uncontrolled vehicle could conceivably jump across such medians at only moderate speed. Cyclists and motorists would be forced to cross each other's paths in order to change lanes or turn, or enter/exit the bikeway. This would increase the chance of collisions. Furthermore motorists are accustomed to looking out for pedestrians and cyclists at intersections on the curb side of traffic lanes. They are unaccustomed to cyclists passing straight through the centre of an intersection. Meanwhile, this design would require cyclists checking for turning vehicles from both their left and right sides at intersections, rather than just the right. This design proposal therefore cannot be viewed as worth pursuing, and should be scrapped in favour of the parking-protected layouts discussed above.

(Working around bus stops): The toolkit 3 treatment depicted in the East-West Bikeway Design Guide would integrate well with parking-protected bikeways. Especially as depicted in figure 9, taken from the Design Guide, as this passes cyclists behind the bus stop, allowing for free movement of passengers onto and off the bus. Raising the level of the bus stop island would serve a double purpose, by encouraging cyclists to slow down in the vicinity of a bus stop, and making it easier for passengers in wheelchairs to get into and out of buses.



Figure 9: This design maximises safety for cyclists and bus passengers, by using the bus stop as a buffer between the bikeway and the road.

(Planter box treatment): The description for treatment 4 in the Design Guide states that planter boxes are not to be used as physical separators between the bikeway and traffic. It seems reasonable to question this declaration. Planter boxes would serve as effective separators to keep cars out of specific road areas. Especially during the covid pandemic, cities such as Melbourne



Figure 10: Possible use of planter boxes (right) to separate bikeways from motor vehicle traffic.

and Sydney have implemented “pop-up bikeways”, using similar rapidly-installed barriers, to accommodate social distancing between cyclists, and greater volumes of bicycle traffic as people avoided public transport. The comparisons in figure 10 clearly demonstrate that the use of planter boxes would define a bikeway more effectively, and make cyclists safer, than low concrete barriers. While parking-protected bikeways are the best option, we would urge the designers of the East-West bikeway not to dismiss out-of-hand the use of planter boxes in some circumstances.

(Other comments, route alignment, further applicability): Freestyle Cyclists Inc. strongly supports the implementation of an East-West bikeway through the Adelaide CBD. The route along Franklin Street, Gawler Place, and Wakefield Street is a good choice, given the availability of angle parking along each street. Positioning the western end of the bikeway on Franklin Street allows for a connection via a path through the parklands next to the Mile End Railway Station, and onto Glover Avenue, to connect up to the bike path on James Congdon Drive, allowing cyclists to avoid using the busy Sir Donald Bradman Drive bridge across the train lines.

An alternative route which we proposed several years ago, and which is still worthy of mention, would be a direct East-West route along Sturt Street and Halifax Street. This has the advantage of running through Whitmore Square and The Forest of Dreams, meaning that some of the route is completely off-road. There is also a preponderance of angle parking on both streets, allowing for angle-parking protected bikeways on both sides of both streets almost the entire breadth of the CBD. Furthermore, in many sections this is 90° angle parking. If it were necessary to create more space to accommodate the bikeway, this could be changed to 60° angle parking, with minimal (if any) loss of parking space.

Given the numerous advantages of the angle-parking protected layout, we would urge strongly that this design be adopted for the East-West bikeway wherever possible, and furthermore that it become the default bike pathway design wherever angle parking currently exists (such as Sturt Street, Halifax Street, Rundle Road, etc.). This could in principle create a future network of paths connecting to the parklands and the River Torrens Linear park as shown in figure 11.



Figure 11: A hypothetical future bikeway network connecting through the southern half of the CBD, and linking via the Frome Street bikeway to the River Torrens Linear Park. Note that extra parking-protected bikeways could easily fit on War Memorial Drive west of Morphett Street. The very wide footpaths on Kintore Avenue and North Terrace could accommodate off-road bike paths that would merely need to be painted in. Redevelopment of the former RAH site opens the possibility of a bike path connecting Rundle Rd/East Terrace continuously to the River Torrens Linear Park.

Off-road paths, and bike lanes protected by parallel parking should become the default wherever angle parking does not exist. The current default (painted lanes adjacent to traffic) is unsafe.

We also wish to note, as a comment, that numerous objections to the East-West bikeway have been raised, based around the loss of parking space. These objections are ill-informed, as dozens of studies around the world have found that bikeways (even when parking spaces are reduced) lead to an increase of business in the affected areas. However the angle-parking protected design we advocate seems to be the best option for all parties, providing effective protection for cyclists, while maintaining parking spaces at the same time.

East-West Bikeway Proposal

Standard kerbside bikeway design

Opportunities

- Utilising design elements for the east-west route where possible that are similar to those used on the Frome North-South bikeway would provide a segregated, high quality bicycle route design that city road users are familiar with
- A continuous, segregated route will encourage uptake of cycling by providing a safer cycling route for cyclists and is expected to reduce casualty crashes.

Challenges

- Conflict with vehicles turning at intersections, and into or out of driveways
- Conflict with kerb protruberances for outdoor dining and green spaces (integrated design required)
- Conflict with passenger pick-up and drop-off locations at various schools, accommodation buildings and bus-stops (integrated design required)
- Loss of street parking
- Existing established trees along roadside (integrated design required)
- Effective allocation of space for bicycle lanes, associated barriers, as well as existing infrastructure

Issues with current Infrastructure

RAA's recent "Risky Rides" survey identified the following issues with cycling infrastructure currently experienced in other locations across the metropolitan network. Therefore, the proposed east-west cycling route should ensure it addresses the following issues in its design and operation.

Issue	Treatment
Discontinuous cycle lane through intersection	- Alert motorists to the presence of cyclists through the provision of adjusted turn paths, raised bicycle lanes at key locations and coloured pavement (see Figure 1)
Traffic signals not responsive to cyclists	- Install traffic signals / inductive loops for cyclists is desirable (three-aspect lantern at bicycle rider eye height, separated from other lanterns to avoid confusion) (see Figures 2, 3, 4) - Early start phasing for cyclists is desirable (signalised intersections) subject to impact on overall network performance
Difficult to cross/turn right at intersection due to high motor vehicle traffic	- Use hook turns, altered phasing, or alternative intersection designs (see Figures 5, 6, 7, 8).

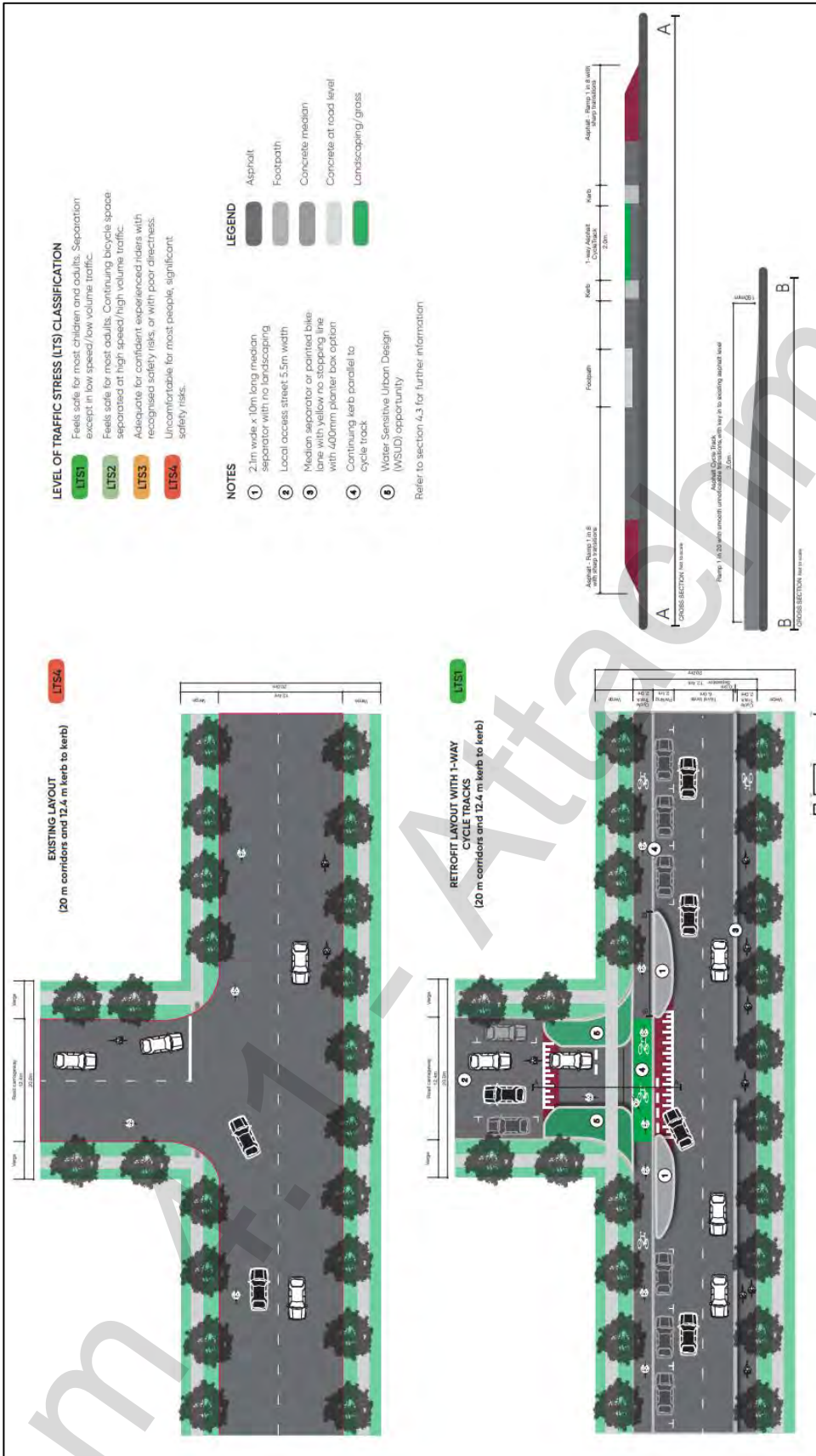


Figure 1

¹ Department of Transport and Main Roads – Queensland Government

Phasing scheme	Description	Pros	Cons
Bicycle phase with concurrent conflicting vehicle turns (Figure 4.5.2(B))	Bicycle phase run parallel with vehicle while vehicle left turns are permitted	Same green time as parallel vehicles Better bicycle rider compliance due to more green time	Not suitable with high volumes of turning motor vehicles Requires motor vehicles to give way when turning
Early start bicycle phase with concurrent conflicting vehicle turns (Figure 4.5.2(C))	Similar to 'pedestrian protection', bicycle traffic receives green a short time before motor vehicle traffic	Bicycle riders enter the intersection before motor vehicles Improved visibility for turning motor vehicles	Small decrease in motor vehicle green time Not suitable with high volumes of turning motor vehicles
Protected bicycle phase (Figure 4.5.2(D))	Bicycle phase that runs with parallel through vehicle phase Turning motor vehicles are before or after the through phase	Time separation of bicycle riders and turning motor vehicles Motor vehicles not required to give way to bicycle riders	Additional phase will increase cycle length An added turn lane is needed, and traffic capacity may be affected
Bicycle only phase (Figure 4.5.2(E))	Bicycle phase with all motor vehicle movements stopped May run with parallel pedestrian movements	Provides safest outcome with no conflicts between motor vehicles and people walking or cycling Can allow bicycle right turns across the intersection	Increases cycle length for all road users

Adapted from MassDot, 2015

Figure 2

Bicycle rider detection using loops, radar or other passive detection technology combined with call-up indicator light at the push button

To improve intersection operational efficiency and improve comfort, passive detection combined with push button indicator light to show that the rider has been detected could be provided at protected signalised intersections. Passive detection refers to a loop, radar or other detection technology that identifies the rider at the storing area without the need to use the push button. The indicator light is located on the push button assembly.

Additional loops or non-invasive detectors can also cancel demand if a bicycle rider crosses early. This can save wasted time and improve efficiency for all road users. The design of the intersection must locate bicycle riders in a predictable location to ensure the detection loops will detect waiting bicycle riders effectively as shown in Figure 4.5.2(F).

Figure 3

² Department of Transport and Main Roads – Queensland Government

³ Department of Transport and Main Roads – Queensland Government

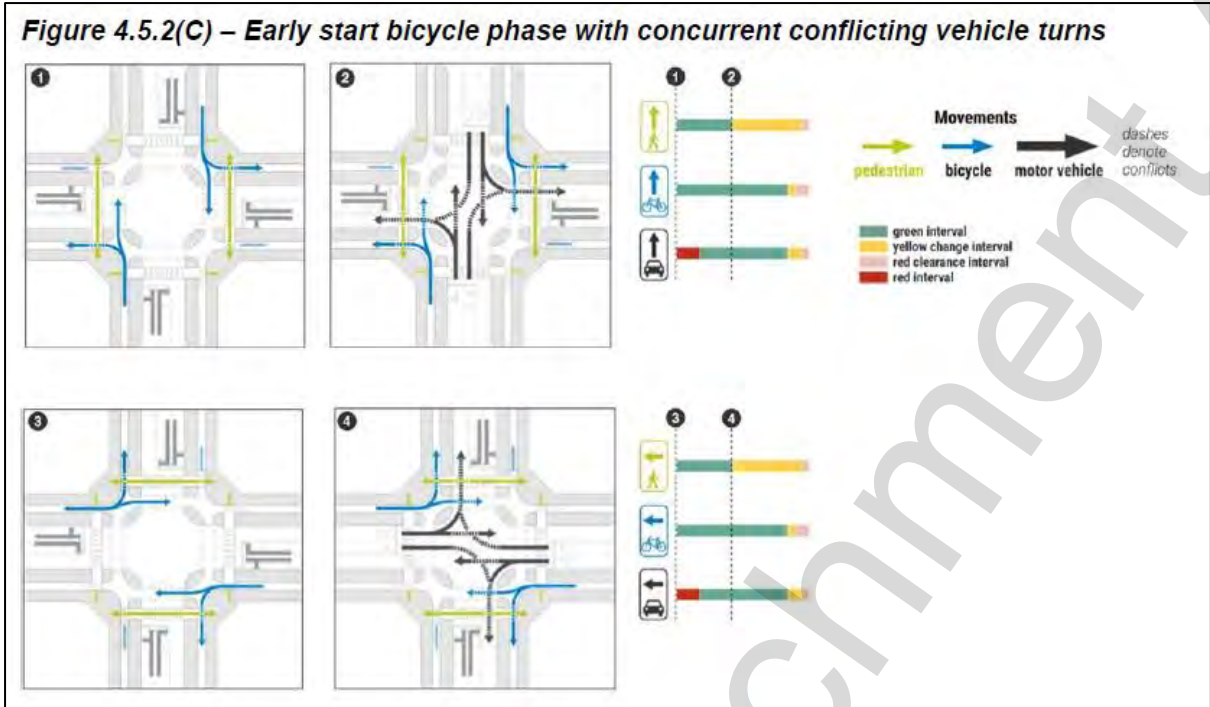


Figure 4

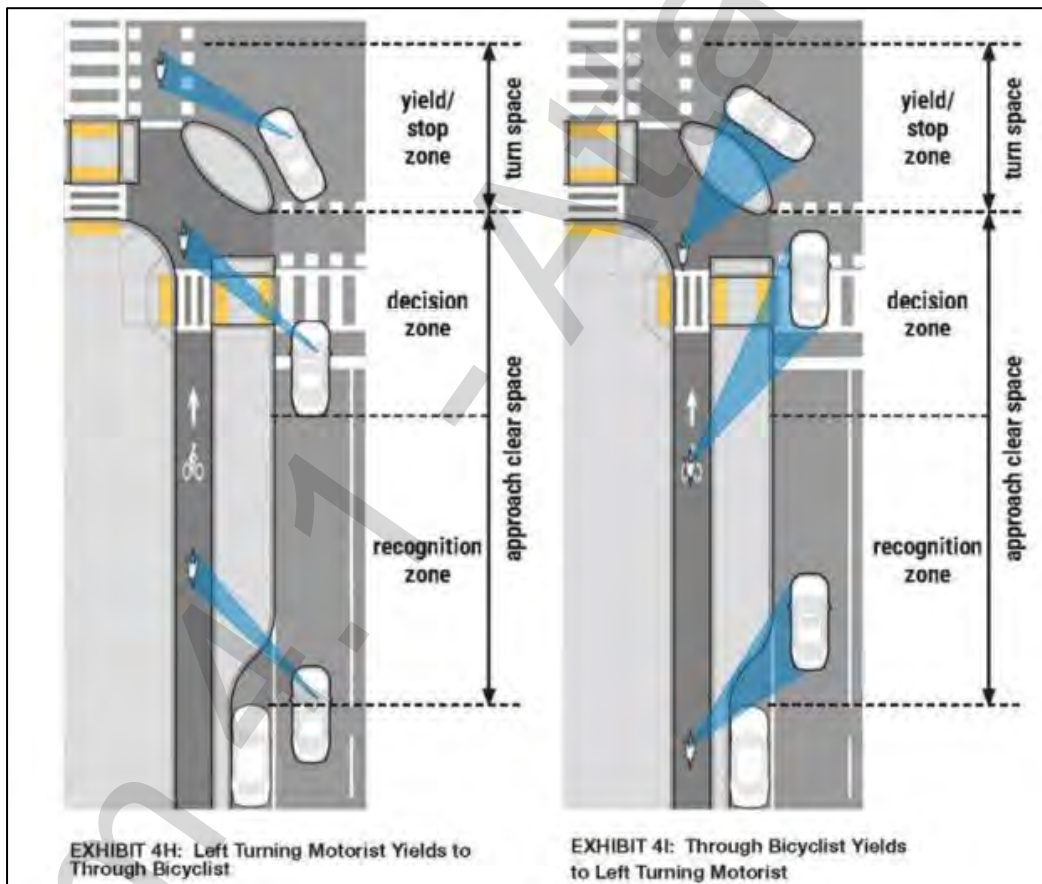


Figure 5

⁴ Department of Transport and Main Roads – Queensland Government

⁵ Massachusetts Department of Transportation, 2015

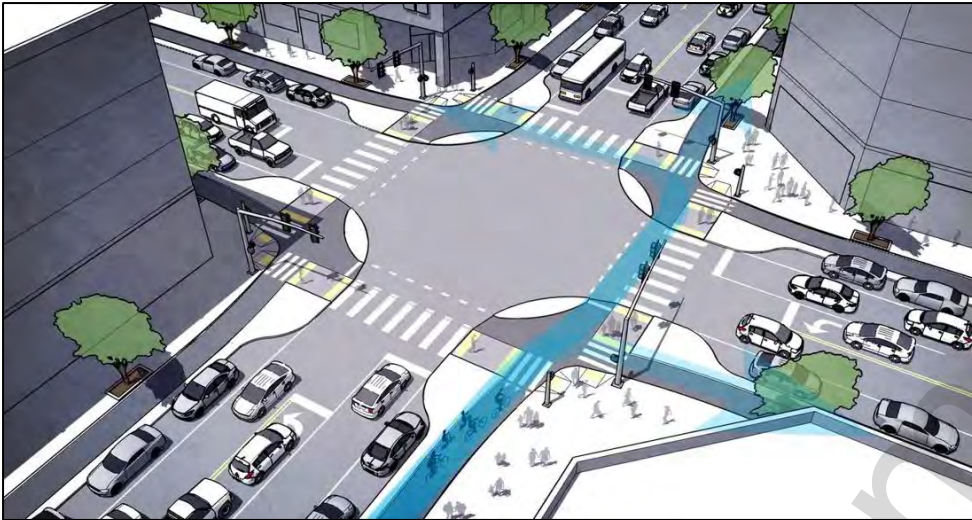


Figure 6

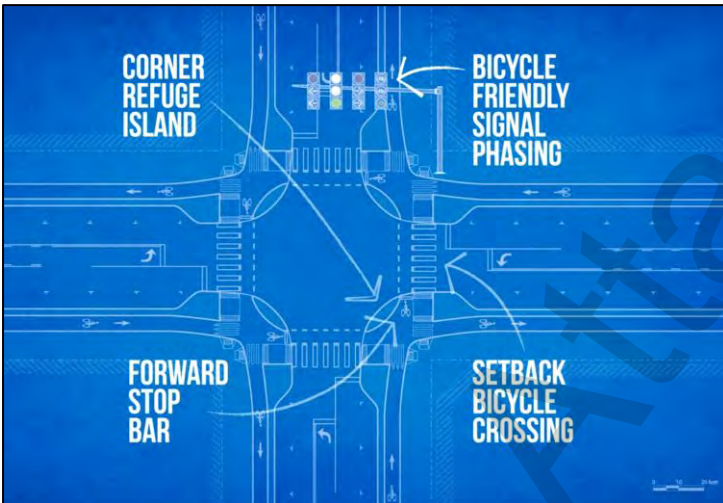


Figure 7



Figure 8

⁶ [A Protected Bike Lane That Extends Through The Intersection, So Cars R \(fastcompany.com\)](https://www.fastcompany.com/4044710/protected-bike-lane-intersection)

⁷ [A Protected Bike Lane That Extends Through The Intersection, So Cars R \(fastcompany.com\)](https://www.fastcompany.com/4044710/protected-bike-lane-intersection)

⁸ [The "Dutch Junction" Intersection Design Can Be a Life Saver For Bicyclists - Industry Tap](https://www.industrytap.com/news/the-dutch-junction-intersection-design-can-be-a-life-saver-for-bicyclists/)

Bikeway design toolkit and street conditions review



Toolkit 1 – line-marking + flexi posts

- Appropriate for some passenger pick-up/drop-off spaces, but not as a 'long-stretch' treatment; the community expects a bikeway to the standard of the Frome Street North-South bikeway

Toolkit 2 – concrete buffer + integrated greening

- Appropriate for the majority of the route, as it is consistent with the Frome Street North-South bikeway

Toolkit 3 – bus stop islands

- Appropriate so long as lines of sight and view of pedestrians is maintained

Toolkit 4 – planter boxes

- A high maintenance treatment that does not necessarily contribute to a safer design (especially considering that it creates potential sources of leaf and limb debris)

Pre and Post East-West Bikeway Conditions

	Existing traffic and parking arrangements (pre-bikeway)	Proposed traffic and parking arrangements (post bikeway)
Franklin Street West Terrace – Morphett Street	One lane of traffic in each direction Angle parking (full time)	One lane of traffic in each direction Parallel parking (full time)
Franklin Street Morphett Street – King William Street	Two lanes of traffic in each direction Parallel parking (full time)	Two lanes of traffic in each direction during peak times (7-9am and 4-6pm), one lane of traffic in each direction at other times. Parallel parking at all other times
Flinders Street King William Street – Gawler Place	Two lanes of traffic in each direction Parallel parking (full time)	Two lanes of traffic in each direction during peak times (7-9am and 4-6pm), one lane of traffic in each direction at other times. Parallel parking at all other times.
Gawler Place Flinders Street – Wakefield Street	One lane of traffic (northbound) Parallel parking (full time)	One lane of traffic (northbound) Parallel parking (full time)
Wakefield Street Gawler Place – Pulteney Street	Two lanes of traffic in each direction Parallel parking (full time)	Two lanes of traffic in each direction Parallel parking (full time)
Wakefield Street Pulteney Street – East Terrace	Two lanes of traffic in each direction Angle parking (full time)	Two lanes of traffic in each direction Parallel parking (full time)
Wakefield Road East Terrace – Park Lands Trail	Two lanes of traffic in each direction Parallel parking (full time)	Two lanes of traffic in each direction No parking

Figure 9

⁹ City of Adelaide – Committee Meeting (December 8, 2020)

Section	Current site layout / conditions	RAA comment on potential treatment
Franklin St (West Tce – Morphett St)	Five lanes at intersection with West Tce, then narrows to one lane in each direction and angle parking	We support the proposed cross-section with the provision to maximise parking to meet demands of adjacent businesses. A centre-road contraflow alternative presents difficulties with cyclist movement between the centre of the road and the side of the road, as well as vehicle access. This option should only be considered if it substantially reduces loss of parking compared with other options.
	St Mary's College pick up / drop off facilities	Consider Toolbox 1
	Kerb protuberance at Benjamin on Franklin	Bikeway and traffic lane width reductions are adequate, provided as minimum bikeway width is maintained
	Avani Hotel pick up / drop off facilities, switches to parallel parking east of this point	Consider Toolbox 1 at the hotel
	Widens to six lanes at Morphett St intersection (squeeze point for eastbound cyclists)	One traffic lane in each direction removed at the intersection (includes the nearby parallel parking)
Franklin St (Morphett St – King William St)	Wide median treatment, two lanes in each direction, parallel parking	We support the proposed cross-section to convert a full-time traffic lane to a 'traffic lane at peak times and a parallel parking lane at other times'
	Adelaide Central Bus Station	Consider Toolbox 3 modified to have cyclists give-way to entering / exiting buses
	Pitt St signalised intersection	Consider a raised, coloured pavement design similar to Figure 1
	Widens to six lanes at King William St intersection (bike box for eastbound cyclists)	One traffic lane in each direction removed at the intersection (includes the nearby parallel parking). Consider incorporating design aspects of Figure 6, 7, 8 modified to suit this intersection.
Flinders St (King William St – Gawler Pl)	Adina Hotel pick up / drop off facilities	Consider Toolbox 1
	Two lanes in each direction, parallel parking	We support the proposed cross-section to convert a full-time traffic lane to a 'traffic lane at peak times and a parallel parking lane at other times'
Gawler Pl (Flinders St – Wakefield St)	Northern side of the street has no parking and bin pick-up	Consider installing a two-way segregated bikeway for the Gawler St section
	Two northbound lanes (one-way street) and parallel parking	Would have to remove one northbound traffic lane
	Access to state centre car park	Consider a raised, coloured pavement design similar to Figure 1

Section	Current site layout / conditions	RAA comment on potential treatment
Wakefield St (Gawler Pl – Pulteney St)	Wide median treatment (raised concrete + greenery), two lanes in each direction, parallel parking	We support the proposed cross-section, where slight adjustments to lane/median widths will allow for the current traffic and parking arrangements to be maintained
	St Aloysius College pick up / drop off facilities	Consider Toolbox 1
	Various bus stop locations	Consider Toolbox 3
	MFS signalised intersection	Consider Toolbox 3 modified to have cyclists give-way to entering / exiting fire trucks
	Widens to six lanes at Pulteney St intersection (bike box for westbound/eastbound cyclists)	One traffic lane in each direction removed at the intersection (includes the nearby parallel parking). Consider incorporating design aspects of Figure 6, 7, 8 modified to suit this intersection.
Wakefield St (Pulteney St – East Tce)	Wide median treatment (raised concrete + greenery), two lanes in each direction, angle parking, established trees at edge of footpath	We support the proposed cross-section with the provision to maximise parking to meet demands of adjacent businesses
	Bus stop kerb protuberances	Consider Toolbox 3
	Widens to six lanes at Frome St and Hutt St intersections	Consider incorporating design aspects of Figure 6, 7, 8 modified to suit this intersection (especially as Frome St intersection will link the two bikeways)
Wakefield St (East Tce –)	Two lanes in each direction, parallel parking	We agree that the proposed arrangements would require parallel parking facilities to be removed

strengthening our community

Mr Ben Cunningham
Senior Consultant
Holmes Dyer

citybikeways@adelaidecitycouncil.com

Dear Sir,

SECRA is an organisation that provides the residents of the south-east precinct of the City of Adelaide with a voice:

- To promote the interests of the residents of the south-east precinct of the City of Adelaide and adjoining areas.
- To preserve and enhance the inherent character and heritage of the neighbourhood including the adjacent area of the Park Lands, and in particular, Victoria Park.
- To support the provision of local retail and service facilities whilst retaining the "village atmosphere" of Hutt Street.
- To determine the policy of the Association about matters affecting the South East Precinct.

SECRA is writing in response to the Your Say consultation on the East-West Bikeway. In doing so, SECRA notes that it has been an active participant on the South Ward Streets and Movement Project Steering Committee and has been linked to the City Access Strategy.

In December 2020 SECRA emailed the Lord Mayor urging the City of Adelaide to progress the East-West Bikeway (copy attached). Therefore we are pleased to respond to this consultation.

Regarding the proposed route along Franklin Street, Gawler Place and Wakefield Street SECRA still supports the Flinders-Franklin option due to concerns about

- the safety of the Gawler Place section when turning right from Flinders Street moving east or right from Wakefield Street moving west, noting that Gawler Place is predominately a one-way street.
- the eastern exit at the Britannia roundabout with no bike or pedestrian options should you wish to travel to or from the eastern suburbs along Wakefield Street, and
- the four schools on the proposed route with drop off facilities present difficulties with school children's safety, cyclists and those travelling in cars.

Until these concerns are successfully resolved, our strong preference is for the Flinders-Franklin option.

Further SECRA notes that the plantings that make the north-south bikeway very pleasant visually, cooler in summer, and offset environmental concerns are envisaged as a separate undertaking. SECRA believes the revegetation should be an integrated part of the project. Concerning the traffic separation of cycles and cars, SECRA prefers the concrete buffer model.

SECRA Postal address: PO Box 7017 Hutt Street, Adelaide SA 5000. Email: secra.sa@gmail.com Web Site: www.secra.asn.au

We would also like to commend the modelling on its consideration of pedestrian crossings, mainly where there are centre islands and suggest that bikeways impact vehicle movement and pedestrian and another usage of footpaths which requires consideration.


Regarding the proposal placing the bikeway in the centre of the road, SECRA believes that the City of Adelaide has spent considerable time and money, establishing a model for bikeways in the CBD with the north-south bikeway. This should be the template for further bikeways, rather than impose a different design from another city. Our view is that the insertion of a one page Possible Alternative Design Approach taken from a City of Sydney design without relevant and detailed translation for Adelaide is not appropriate, is not balanced and does not allow people to contribute in a meaningful way to the current consultation.

Apart from the school pick up situation, car parking does not appear to be a significant issue for south-east residents along the eastern end of either Flinders or Wakefield Streets.

SECRA notes that when bicycles move onto the road when moving east west, the footpaths will be freed up for pedestrians, and those with prams or walking aids to enhance their city experiences. SECRA will address personal electric vehicles on footpaths in its response to the City Access Strategy.

Please do not hesitate to contact SECRA should you require further information about the matters raised in this response.

Yours sincerely



Elizabeth Rushbrook
Chair
SECRA

Text of email sent to the Lord Mayor on 14 December 2020**RE EAST WEST BIKEWAY**

Bikeways provide a healthy transport option that is sustainable and economically viable. The use of bicycles for commuting has increased, especially with the introduction of E-bikes. Facilitating the use of bicycles assists Adelaide to remain as one of the world's most liveable cities.

The City of Adelaide and the state government have agreed to deliver two major city bikeways. Unfortunately, the North-South Bikeway is still incomplete, and the East-West Bikeway has stalled at the planning stage. Time is running out if the Council is to retain both the state government funding (which we understand is likely to expire on 30 June 2021) and salvage the reputational damage incurred through managing two as yet incomplete works programs.

As there are funds allocated in Council's budget to deliver the East-West Bikeway in the 2020-2021 Business Plan and Budget, including a significant funding contribution from the State Government, SECRA believes that the East-West Bikeway should commence as soon as possible.

Yours sincerely

Elizabeth Rushbrook
SECRA

APPENDIX 5 - REDACTED YOURSAY ADELAIDE COMMENTS

Survey Response		Are you an Adelaide City Council Ratepayer?	Please tell us how you participate in city life					
Do you support the proposed design principles (see page 11 of the Design Guide) of traffic and parking lanes, separated bike lanes and existing footpaths in each direction?	Please comment:	Do you have any comments on the design approach for a two-way separated bikeway in the centre of the street as proposed by the City of Sydney?	Do you have any comments about the proposed bikeway design?	Do you have any comments about the proposed parking layout?	Do you have any comments about the proposed associated street improvements?	Do you have any further comments or suggestions (including route alignment or design)?	Are you an Adelaide City Council Ratepayer?	Please tell us how you participate in city life
Yes, with minor changes	I don't believe Toolkit 1 should be applied, it's less permanent, less safe, and considerably uglier.	For riding on, it's fine, but it does give less opportunities for streetscape improvements and does expose riders with zero shading.	Some greater passive hints that it's not a pedestrian space would be good. Pedestrians walking in the bikeway is a consistent issue on Frome St.	It's fine.	Franklin/Flinders desperately needs greening, so an approach like Frome St will greatly benefit.	The dogleg down Gawler Place to Wakefield St is ridiculous — the bikeway should be the entire length of Franklin/Flinders. Riders will simply continue on straight on both main roads as the dogleg will require right turns across traffic, add additional traffic light sequences, and add journey length. It'll be particularly off-putting to less experienced riders, the very kind protected bikeways are supposed to encourage. The council should not be compromising transport infrastructure because they're too scared to say no to a few businesses that feel entitled to their rock-star (council owned) street parks.	No	Work, Play (e.g. Leisure, Recreation, Entertainment, Dining), Shop
Yes, as shown	Keep it simple, ensure that a barrier of some sort that clearly defines what a road is a bike lane is. A white line is not good enough.	As long as you plant trees on either side of the bike lane in the centre, other NO. Keep the bike lane on the sides	Please ensure that there is flashing signs at the traffic lights for cars that are turning left to "GIVE WAY TO CYCLISTS". I don't use Frome St bike way because its too dangerous from cars turning left in front of cyclist that are going straight. The cement cutting and bitumen junction needs to be smooth so that cracks doesn't occur along this transition point	Bike lane MUST be protected from opening left side car doors	Keep it simple, plant trees where possible	Gawler street to Rundle Mall must be a 2-way bike path to enable a link to the east west bike path. Last year even during the pandemic I managed to cycle in Perth, Brisbane and Melbourne. It's just embarrassing how bad Adelaide has become in regards to active transport users. As a resident of Adelaide CBD who lives on Gilbert Street, why do we still have a 50km/hr speed limit? Adelaide is becoming a residential city, start looking after us and making my streets safer to get around either my walking and cycling.	Yes	Live, Play (e.g. Leisure, Recreation, Entertainment, Dining), Shop
Yes, with minor changes	How can we not have it on one continuous road - Franklin and Flinders???	As long as it is separated and safer for cyclists, encouraging more people on bikes, I'm in! And get something done!!!	Again why not on one continuous street this is simply going to be under used by cyclists for the sake of a few car parks	Don't mind or care as long as it is safe...	Make it look great and people might use it at least till it diverges...	Please do something rather than more consultation!!! Thanks :)	Yes	Live, Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)
No, do something different	No more bike lanes.	Not more bike lanes.	No more bike lanes.	Never enough		All bikes need to be registered to help pay for these changes otherwise forget it. We were walking on the footpath in the city. Four people in the other direction were approaching us. One of the group was walking with their kids. We were right next to the bike lane. We had to step aside and walk along the bike lane ourselves. When I said to these ignorant people "you should use the bike lane!" They replied in an obnoxious manner "we don't have to". So why are you wasting money in these rude people. The end of the bike lanes.	Yes	Live, Play (e.g. Leisure, Recreation, Entertainment, Dining), Shop
No, do something different	why the dog leg? It doesn't make sense. have it from wakefield st to grote st!		I don't agree with the design have it from wakefield st to grote st!			have it from wakefield st to grote st!	Yes	Live, Work, Study, Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)
Yes, with minor changes	If the bike lane is unable to go completely along Wakefield Street, then change the style of bike lane in the area where it is impossible to move through. Bike riders will just continue along Wakefield St anyway. Why, because the road through the parkland is via Wakefield St	Traffic confusion at intersections is my concern	It must follow through on Wakefield St only, as the road through the parklands out to the west of the city is via Wakefield St. Bike riders will take the most direct route, ie. along Wakefield St only. The Flinders St part will be bypassed most of the time and thus money wasted.				Yes	Live, Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)
Yes, as shown	Traveling East heading north I would not want to go south to just go north again. This a poor outcome. The bikeway needs to be a continuous stretch to make it attractive to cyclists. Compromise with the businesses that complained rather than bowing to them. Just get on with it please?		As above I'm against this being in a straight direction. People will continue on straight anyway. No one would turn off, it certainly wouldn't. It's inefficient. Just ignore all the car nuts.		Who needs parking, I walk and take public transport.	All good, the project is vital	Yes	Business Owner, Live, Work, Play (e.g. Leisure, Recreation, Entertainment, Dining), Shop
Yes, as shown	The route must be flinders franklin. Remove the requirement for right hand turns. It's unsafe and an indirect route for cyclists.	Great to see the separation between parked cars. Every morning this month on my commute I have had at least two cars cut me off because they are pulling in or out after dropping some off. They are aware I am there, make eye contact, but still disregard road rules where they must give way to cyclist. I am waiting for the day I get hit. Please construct safer transport routes for cyclists east to west immediately!	More signs or a stop to a different level or planter boxes hedges are required to make pedestrians aware it's a bike lane not a footpath. My experience with the north south route is that people are oblivious to the difference between footpath and bike lane.		More trees! Lots and lots of trees. It's currently very hot to ride down in summer, additional shading will make the commute easier on the body and more pleasant.	Just get on with it.	Yes	Live
No, do something different	My son attends CBC and I drive him to school daily. The traffic arrangements are already problematic and I do not support further restrictions that would arise from the proposed bikeways.		A/A	A/A		The route should be flinders franklin. Removed right hand turns and so it is a more direct, effective and safer route for cyclists. There is also no example of how the right hand turns will work, this gives me no confidence in my safety. I don't want to have to weave in between backed up traffic to cross two lands to get into a right hand turning lane.	No	Play (e.g. Leisure, Recreation, Entertainment, Dining)
Yes, as shown	The design looks like a decent compromise for all road users and the budget	I would prefer not to use it - it raises too many questions about how to safely leave the bike lane and navigate intersections.	I hope that the dog-leg section will not cause a significant bottleneck on the route. Perhaps traffic light timing will need to be adjusted here?	No	More greening is always welcome!	A straight route on Flinders-Franklin would be ideal, but I don't mind the dog-leg compromise as it could always be extended later.	No	Study, Play (e.g. Leisure, Recreation, Entertainment, Dining), Shop
Yes, as shown	All drivers need to drive slowly and stop so often along grote at that it would not likely have a huge negative impact to have to slow down more for cyclists.	I never drive down grote as a thorough fare, and only down there if I need to enter the market carpark or go to coles	I think most cyclists would unlikely turn down gawler place to continue along the Bikeway, and more likely will continue riding straight along wherever road they're already on.		Don't grow any trees/plants that could obstruct visibility to see cars/cyclists	I don't think the path should turn down gawler place. It should either run all the way along Flinders/Franklin or Wakefield/grote	Yes	Live, Work, Play (e.g. Leisure, Recreation, Entertainment, Dining), Shop
Yes, as shown	This new bike path makes Adelaide so much more bike friendly. I will be visiting much more often.		No. It looks great.		I think because Adelaide will be more accessible by bikes, the new parking layout makes sense.		No	Live, Study, Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)
Yes, as shown	This is a wonderful development — thank you for finally putting it in place!	I think this approach works better in a high-density city such as Sydney, and is not so applicable here.	I would prefer the use of Toolkit 2 over Toolkit 1, it's more attractive and durable, not to mention safer for cyclists.		Not particularly, but it's important to emphasise to business owners who are worried about removing car parking spaces that cycle-friendly streets have been repeatedly proven to increase retail business.	It looks good to me!	Yes	Business Owner, Work, Play (e.g. Leisure, Recreation, Entertainment, Dining), Shop
Yes, as shown	Need more bike lanes and less cars.	No	No	No	No	No	No	Work, Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)
Yes, with minor changes	I cannot find the "design principles" on page 11 or indeed anywhere in the Design Guide. What are they labelled? I'm looking at the document provided "210205 E-W Bikeway Design Guide - review for consultation_REVISED.pdf" - is that correct?	I'm happy for anything as long as it reflects expert advice from people who know how to support and encourage cycling in cities.	The design guide is very unclear - "the toolkit can be applied..." what is the design? It seems like lots of ideas "it could be this, it could be that etc..." What are you actually proposing? My key question is how the two turn right turns will be handled as that is a major issue for cyclists in city traffic - I can't find this detail in the design guide. That may be my fault. Separate, two way bike lane that pedestrians cannot walk onto by accident and cars cannot turn into. If that means no left or right turns on that street then so be it.	See above	See above	Does "route alignment" mean where it goes? If so, incorporating two right hand turns seems illogical to me. This looks like a messy small town political compromise rather than a comprehensive strategy for creating a modern city for the future.	Yes	Live, Work, Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining), Business Owner
No, do something different	The existing Frome Street bikeway is deadly! If you're not knocked off your bike by a car turning left or right, or coming out of a side street, then you'll crash into a pedestrian (probably using a mobile phone at the time) who has just walked straight into your path.	It looks a lot safer than what you're proposing!		Do not try to do everything for everybody. NO PARKING.	Always nice to have improved streetscapes	Frankly, the existing east-west crossing via Halifax and Start Streets is a hell of a lot safer than Frome Road or, indeed, what you're proposing.	No	Play (e.g. Leisure, Recreation, Entertainment, Dining)
Yes, as shown		no comment but do you mean proposed by city of Adelaide?			More street plantings benefit everyone by cooling cycleways and cooling the city as a whole.		No	Work, Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining), Tourist
Yes, as shown		It's an interesting idea. If it was to be used, could the bikeway then be without the kink at Gawler Pl, and simply run all the way down Flinders and Franklin Sts?	Has the green surface treatment at intersections been shown and studied from people on bikes and cars?	There needs to be a buffer zone between parallel parked cars and the bikeway to allow for doors to be opened. This will significantly increase safety for both people on bikes and people in cars.	More greening is good. Franklin St in particular needs more street trees.	The kink at Gawler Pl significantly reduces the amenity and likely usage of the bikeway. Asking people who are new to commuting by bike to turn right across these busy streets is likely to put them off. If the council was serious about reducing traffic congestion in the city then a straight bikeway up Flinders/Franklin would be a big step towards that.	No	Play (e.g. Leisure, Recreation, Entertainment, Dining), Shop
Yes, as shown							Yes	Live, Work, Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)
Yes, as shown							No	Study
Yes, as shown						I feel so frustrated by the years of delay in constructing an east-west bikeway - putting cyclists at risk that my response is: Just get on with it.	No	Live, Play (e.g. Leisure, Recreation, Entertainment, Dining), Shop
Yes, as shown	Having used Frome St on a number of occasions I find it works well.	I would want to know it worked effectively somewhere else before committing	No	No	No	All streets should be cycle friendly so streets without separated bicycle lanes should have lower speed - 30KPH	No	Live, Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)
Yes, as shown	The green sections are essential, but these crossings are still very dangerous as cars usually cross without looking.	This seems a poor option. It will encourage cyclists to continually cross traffic to enter or leave the central lane and will be off-putting for novice cyclists.	Most of the designs are equivalent and any would be fine provided there is some physical barrier between cars and bikes. If not, cars ride on the edge of the lane, effectively reducing the size and removing the safety of a separated bikeway.			The dog-leg design seems like madness. It adds extra time, but does not improve the route. Cyclists will instead exit the bikeway in order to continue straight, defeating the purpose. The route should continue along Flinders Street.	No	Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)
Yes, with minor changes	A different bike route that doesn't not go through the schools would be a much better option. Thank you for listening and we really hope that the bicycle lane would not go in front of both the Senior and Junior school campuses.		Not passing through CBC schools (Senior and Junior) please				No	Study
Yes, as shown	Many thanks.							
No, do something different	A route which takes in 3 schools, already with limited parking and congestion at the beginning and end of the day, makes little sense to me.					My greatest concern is the route that has been chosen, which includes impacting on 3 large schools in the CBD. Given the significant reduction in car parks as a result of the proposed lane, already significant congestion would worsen, and the safety of the children entering and exiting the properties would be at significant risk. There are several other logical routes that would not impact the safety of nearly 3000 young people twice per day.	No	Work
Yes, as shown	This is unbelievably embarrassing for Adelaide. Just build it.	Yes, this model has been shown to be unsafe. Please listen to your experts.	Well, any comments could be used as an excuse not to build it. I would say that the lack of ambition in making Adelaide safer for cyclists is a sad indictment of Team Adelaide and a Lord Mayor who previously put himself forward as wanting to make cycling safer and continues to spruik Adelaide's green credentials	Yes, there is a tiny number of spaces lost to cycling. Do you have any comments on why people continue to be scared to cycle into Adelaide?	No	Look, you've been through this many times now. The current plan is a compromise as various businesses have opposed to previous routes. Now Christian Brothers and the Greek Orthodox Church will be the Council has become a laughing stock if we weren't crying that is. I won't let my kids cycle into Adelaide until it is a lot safer. Please show some ambition.	No	Live, Work, Play (e.g. Leisure, Recreation, Entertainment, Dining), Shop, Tourist

Yes, as shown	An east-West bikeway is so important. I'm looking forward to it.	This type of design is problematic for many reasons including, but not limited to: difficult entry/exit points, difficulty at traffic lights, comprising shops/businesses, troublesome for car manoeuvres.	an East-West bike link is very important.	114	No	More trees are always good as they provide shade for riders. Biodiversity/landscaping is also a good idea.	No. This seems like the design which is most likely to be approved, so let's get on with it.	No	Work, Play (e.g. Leisure, Recreation, Entertainment, Dining), Shop
Yes, with minor changes	The lookit looks good but I'm very concerned about the locations where the bikeway interacts with side streets. From the lookit it appears that the bikeway is at street level where side streets come into it. Much like the continuous sidewalk offers protection to pedestrians by physically signaling to the cars that it is a pedestrian area, the bikeway needs grade separation at side street intersections where there are no traffic lights to signal to the cars to be careful of bikes. Other than this I think the use of the different tools in the lookit looks good. I would like to see the lessons learned from the North South bikeway implemented such as the stoppued cross to prevent pedal strike and the greening across the intersections. Franklin St is currently very dangerous around the schools on the street both for students, parents and cars. As a pedestrian I have seen many close calls with drivers ignoring the red light on the pedestrian crossing outside St Mary's College. There is already too much happening to distract drivers, adding another layer of infrastructure to this situation would add more distraction. As for the drop off zone on Franklin outside this school, that is already congested requiring many parents to park and walk their children in. Without the parking will create a bag log of cars queuing to get into the zone. Just an accident waiting to happen without even considering the car doors opening into bike riders within the drop off area.	I don't believe I have seen any centre of the street separated bikeways in Denmark which is the country usually associated with having the most successfully protected bikeway infrastructure. For this reason I would be sceptical of a centre of the street design. I'm having said that I would rather something rather than nothing as long as my family is safe riding along it.	We need the smart people who learned all the lessons building the North South bikeway to use these skills to design this East West bikeway within the allocated budget. This way they will get a best value for money and keep everybody as happy as can be.	As long as the parking and the pick up / drop off zones are designed as well as the North South bikeway then I'm happy with that.	It was mentioned that parking would be available during work hours. For a school that would be 8.00 am till at least 6.00. With many parent information evenings where would parents/visitors park for evening sessions. A hospitality business would have work hours till late at night, would there be parking for their working hours.	If the street improvements look half as good as the North South bikeway then I think I will be amazing!!	I think the route chosen is the best compromise to make everybody happy. CBC still has a fantastic drop off zone on Floud St and they will retain the modified drop off zone on Wakefield St also. The kids who choose to ride to school will now have a fantastic safe protected bikeway to get to school from the East and the West and it will also assist kids getting the Adelaide Botanic High who are coming from the East and West as it will link up to the North South bikeway to get them to school safely. My kids are going to really benefit from this infrastructure. We've been waiting over a decade for this and it's really happening which is super exciting for our family!!	Yes	Live, Work, Study, Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining), Shop
No, do something different			The images show how it would work for every situation but outside a school with a drop off zone. An image of what that would look like would have been useful to see.		Adelaide has more than enough parking, both on street and in parking towers. The safety of cyclists that this path would help guarantee is more important than the loss of a few car parking spaces. Losing those few parking spaces may however be detrimental to some business owners though, so perhaps Council should consider a rates offset for those affected.	Adding trees is a good thing as long as it doesn't hinder views for drivers		No	Work
Yes, as shown			Preferably the route should go straight from Franklin on to Flinders (and would likely see greater patronage), but the proposed design will suffice.		Adelaide has more than enough parking, both on street and in parking towers. The safety of cyclists that this path would help guarantee is more important than the loss of a few car parking spaces. Losing those few parking spaces may however be detrimental to some business owners though, so perhaps Council should consider a rates offset for those affected.	Where there is sufficient footpath room please introduce as much as greening as possible. We need to do everything we can to reduce the heating effect around blumen areas. However, this should not be at the expense of blocking driver view of cyclists, which may pose a safety risk.		No	Work, Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)
Yes, with minor changes			Interesting only if you were expecting to build a cycling freeway with cyclists only traversing the city rather than stopping and interacting with businesses within the city.		There is no explanation of how the right turns for the (unhelpful) dogleg down Gawler Place are to be accomplished. I assume there will either be a permanent cycle in the traffic lights (dependent of the presence or not of bicycles) or via a cyclist activated button.	As per my comment in (2) I am concerned about the crossing between the bikeway and the vehicles and whether or not it mitigates against potential dooring incidents.	More greening would be a fine thing, assuming it doesn't result in leaf litter problem.	No	Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)
Yes, as shown	The city should be designed for use by cyclists and pedestrians first and foremost		Separated and safe bikeways with greenery					No	Work, Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)
Yes, as shown	I think this initiative is fantastic. As a parent with young children, who live in the city, I fully support safer biking access for all.	N/a	I think it's fantastic.	N/A	N/a	N/a	N/a	Yes	Live, Work, Study, Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)
Yes, as shown	The most important part of this plan is that it actually happens, a Bikeway is always better than none!!							No	Leisure, Recreation, Entertainment, Dining
Yes, as shown	Looks good	No	No	No	No	No	Thank you!	No	Work, Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)
Yes, as shown	Looks good generally.	'Silly idea, which: - is inconvenient for bike riders since the bike lane is not adjacent to destinations and bike parking, and therefore reduces the economic benefit of the bike lane. - is less safe for bike riders due to more frequent conflict between bike and motor vehicle movements - seems incompatible with right turn vehicle movements - is not likely to be supported by DIT and transport experts	Ensure width is adequate and bikeway is clearly delineated at bus stops (i.e. 'Treatment 3') to minimise conflict between bikes and peds.		Looks like a lot of car parks. The number should be reduced, to align with CoA's climate policies.	Looks good but there is no need to 'gold plate' cycling infrastructure with associated street improvements. It is generally better to minimise the cost and construction time in order to enable more bike lane kms to be constructed in a short time, to maximise the environmental and safety benefits.	Just build the damn thing already.	No	Work, Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)
Yes, as shown		Do not support this. It does not reflect design principles that are proven to work overseas, and limits entry/exit points for riders. The presentation of this red herring is yet another tactic by Team Adelaide to sabotage the bikeway in a dysfunctional design that limits uptake thereby justifying removal in future.	I support the first proposed design principles, however the dog-legged alignment is laughable. That a handful of misguided business owners could wield this much power over the design of a public asset cement Adelaide's reputation as a country town run by conservative zealots.		There's plenty of parking in Adelaide. Most people have legs. They could always use them if they can't park directly out the front of their favourite my/laundering operation.	Appreciate any further greening of streets.	The behaviour of Team Adelaide in delaying and diluting this very basic, yet very important piece of infrastructure is shameful. They are willfully neglecting the safety of people for the sake of a few car parks.	No	Work, Study, Play (e.g. Leisure, Recreation, Entertainment, Dining), Shop
Yes, as shown	Replication of North south corridors would work fine. Don't do something dumb like have a bike lane in the centre of the road.	Don't. Please don't be dysfunctional city council you seem to be. Just do what the Dutch do.	Do what the Dutch do		Replace with a sign to ride a bike. But also keep as many as practical and which is safe with the bike lanes as not everyone is able to ride a bike.	Not really	Not really.	No	Work, Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)
Yes, as shown	Anything is better than what we have at present (i.e. nothing). Please just build it.	I am not 100% sure how this works in practice but on paper it looks like it would make me nervous at intersections as drivers would not be used to this type of lane layout.	Looks perfectly acceptable to me.		Looks fine to me. Not my highest priority.	Frome Street looks great. If this follows the same direction then it's street will look 10x better.	It is a shame that the dog-leg has to exist but I'd prefer this option to be built than spend another 3 years daily dallying over the route. Frankly the ACC have made themselves look quite inept throughout this process.	No	Work, Play (e.g. Leisure, Recreation, Entertainment, Dining), Shop, Tourist
Yes, with minor changes	Separation from cars is good	Try it before you buy it	It looks better than the existing model		Hope that it won't impact upon cyclists	More trees the better.	Following best practice is usually a good way to go	No	Live, Study, Play (e.g. Leisure, Recreation, Entertainment, Dining), Shop
Yes, as shown	Protected bike lanes are vitally important for the future of our city.							No	Live, Work, Study, Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)
Yes, as shown								No	Work, Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)
Yes, as shown		not keen for the two way in middle of street - drivers and pedestrians will freak out too much will	Please get it done - asap, we need a West-East route that is separated		removing parking is fine - this is land for all not just for private cars	use smooth lines where making ramps - not 90deg corners - bikes flow around corners do not move in block form - make junctions smooth	lets get this done! - Cant wait to ride it	No	Leisure, Recreation, Entertainment, Dining
Yes, as shown	I fully support the proposed bikeway design separated by the road by landscaping / planting / WSUD garden beds. A safe space to ride through the city is imperative and something ACC should provide to current cyclists and to create a safer city.	I do not support a bike path in the centre of the road as this seems dangerous an accident prone.	I'm hoping the width of the bikeway will stay generous as per the proposed design and according to the current Frome Rd bikeway. As much physical separation from the road with landscaping / trees / WSUD garden beds and physical raise kerb will ensure safety and comfort for cyclists.		No comment, as long as it doesn't interrupt the bikeway as Adelaide has the highest car park per user ratio in Australia, further encouragement of people driving into the city will only increase congestion and traffic jams.	I am in favour of street improvements	The proposed design is fine, Wakefield, Gawler and Franklin. The article states the project can be delivered with the current budget and construction could start mid 2021. Please make it happen.	No	Work, Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)
Yes, as shown		As a cyclist I am concerned about my safety in that situation, essentially exposed to twice as much traffic. I would prefer to be travelling on the side of the road as this is usually standard.	The dog-leg is not ideal as it would be best to go to a straight line. This proposal is still better than no east-west bikeway at all which appears to be the alternative.		Plenty of different parking in the CBD, not sure why this is even an issue.	Please no more London Planes.	Ideally the route is straight, and minimal need for bikes to stop/start is best.	No	Work, Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)
Yes, as shown	I think it will make our most vulnerable road users safer.	Sounds terrible - no thanks. Adelaide is anti-bicycle enough. Let's not add another system that drivers will get even angrier about. Keep it Simple.	This project should have been completed years ago. Adelaide has no east-west bicycle path.		Adelaide has the highest ratio of car parking in the CBD of any Australian capital city. Please stop catering to cars and actually encourage and support cycling as a legitimate transport method for the people living and working in Adelaide.			Yes	Work, Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining), Business Owner
Yes, as shown		Don't do this.	Do this					No	Live, Work, Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)
Yes, with minor changes	The route section on Wakefield is dotted with many bus stops - floating bus stops with the bike lane between the stop and the sidewalk limits the interactions between the people on bikes and heavy traffic on wakefield. This design idea is similar to the taxi ranks already placed on Frome St.	It's good but Adelaide currently does not have the culture for this, especially given 1) a cyclist would need to cross the road and wait for a second turn signal or conduct a hook turn across four lanes of traffic. A cyclist cannot alternatively move safely from the cycleway to the right turn lane, least of all if the right-of-way has a green signal. Bike boxes should still be incorporated into these designs to allow a safe position to turn from.	The dog leg is a dog leg, but if this is the cost for it to happen that's fine. The route also needs to be distinctly GREEN - separate of hostility towards people riding bikes from drivers (see the RAA report on cyclist safety)		More parking could be removed to improve the bikeway further, or to create a straight route. In 10 years if people aren't driving into the city and the parks which were "saved" aren't being used, ACC has no right to complain about the lack of people driving into the city, and they will be required to act on this to further improve the cycling network.	Whatever separates people riding bikes from cars, and in turn promotes higher rates of cycling, is good. It doesn't need to be an over-engineered design like Frome St.	Prie/Waymouth was always the superior option with the possibility to remove a minimal amount of parking, especially as the infrastructure along Prie/Waymouth already exists and it is already a well patronaged, albeit incredibly dangerous, route.	No	Work, Study
Yes, with minor changes	These are not insignificant intersections and there is no indication of safe turning facilities for cyclists. In the images of pg 11, a cyclist would need to cross the road and wait for a second turn signal or conduct a hook turn across four lanes of traffic. A cyclist cannot alternatively move safely from the cycleway to the right turn lane, least of all if the right-of-way has a green signal. Bike boxes should still be incorporated into these designs to allow a safe position to turn from.		The design guide does not mention any street treatment of the Gawler PI segment of the cycleway, not how the intersections of Gawler PI will allow cyclists any ease of transition into or out of the cycleway onto the eastern segment of Flinders St, northern segment of Gawler PI or western segment of Wakefield. It would be foolish to assume cyclists would not still use these surrounding streets to access homes, services and businesses, especially on Flinders St. Those intersections need clear multidirectional signalling similar to Prie/Runde St intersection to allow easy flowing. The proposal does not mention any navigation or wayfinding tools, especially considering the original committee documents considered the dog-leg plan to be a hindrance to navigability. Intentional and non-intentional deviance from the route will occur and the design needs to be accommodating and forgiving of wrong turns with clear signage and safe throughways to connected streets. These throughways will also make it much easier to extend the bikeway along Flinders st to connect directly with the parklands, once a suitable plan is conceived to reconcile parking and mature tree planting.		The free-posts are a good low cost, low maintenance way of ensuring separation but the bikeway still needs to be easily crossed by pedestrians with waiting room on the other side. Runde and Prie Sts especially suffer from pedestrians standing in or walking out in front of cyclists to cross the road but nowhere to safely wait, considering the already scarce pedestrian crossings in the city. The free-posts should follow the angles of the cycleway in the lead up to protuberances and it is very likely motorists will encroach into the cycleway when putting in/out or after parking, increasing the risk of blocking the lane or shunting a passing cyclist as they manoeuvre.	The signalled crossing at Wakefield St in the parklands is sorely needed, as is any other improved crossings for pedestrians and cyclists. This needs deliberate inclusion of easy access for cyclists to join the road or path, such as the slipway found at East Toe/Runde St.	The route is clearly not a preferred route for cyclists as it is indirect, convoluted and requires unnecessary interaction with buses and heavy traffic on Wakefield St. Flinders St is still the preferred alignment but the current parking arrangement there is incredibly dangerous for cyclists and the trees are needed to ensure a comfortable ride from the sun. There is no real reason why parking here cannot be reorganised to be parallel parking with a generous buffer and improved vegetation and dining protrusions such as on Runde St. Flinders St will inevitably require traffic calming, including reorganising the road space to allow improved cycling, walking, dining and shopping. The intersection of Flinders and Frome should be designed to allow for left turning cyclists to turn during a red signal, there is no real reason for a cyclist on separated cycleways to yield to through traffic if neither are crossing paths.	No	Work, Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)
Yes, as shown		supportive of any proposals for a separated bikeway to improve cyclist safety within the CBD. Currently, the Adelaide CBD does not sufficiently accommodate cyclists and I often feel it is unsafe to use major roadways for cycling within the CBD.	Fundamentally forcing cyclists to cross a road to get on and off the Bikeway is problematic. Cyclists are likely to choose riding on paths to access mid block locations and are less likely to do impromptu stops at businesses along the corridor. This would reduce the number of interactions that cyclists make with the corridor		Only that the route would be better as a straight line east west corridor along Flinders/Franklin as the proposed route is quite circuitous and Wakefield bus interactions could be problematic. The path west bound seems counterintuitive with the market being such a significant destination. Significant wayfinding efforts are likely to be required.	Parallel parking is safer generally. It's a pity Flinders Street is not included as the current parking layout is poor and substandard in places	Consider opportunities for additional pedestrian crossing places. The bus stop design should be like Surrey by placing the bike path behind the bus stop. Ensure sufficient width and corner radii for cargo bikes. Please include additional bike parking, charging stations would be great too	No	Work, Study, Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)
Yes, with minor changes	The design around bus stops should be like those in Surrey with the bike path going behind the bus stop. Otherwise conflicts with people alighting or boarding buses is more likely to be a problem. Definition for paths with a range of disabilities (vision, cognitive, even hearing) if the bike lanes immediately interact with bus on/off could be quite distressing.							No	Work, Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)
Yes, as shown	I think it's a wonderful idea							Yes	Work, Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)

Yes, as shown	I think while it could be wider and better separated it just needs to be done. These things, like being allowed to ride on the footpath are controversial because media is looking to stir controversy. Get it done and it'll quickly be accepted.	Really like that design. Looks like it would be safer for riders, more visible, less car doors opening and less cars cutting across path. Also pedestrians wouldn't be able to walk in it or wait to cross road if it like they do at Frome St. Excellent design.	Could be wider to allow better passing.	115	No	More plants better.	Waymouth St/Prince St would be a lot closer to where people are likely to be working or shopping.	No	Play (e.g. Leisure, Recreation, Entertainment, Dining), Shop
No, do something different	Compromising the design, with a dog leg to avoid the eastern part of Flinders St, due to the demands of a small number of businesses, is a disgrace. This is not how a functional city operates, and is not how an effective government forum operates. The result is a dangerous design that completely defeats the purpose.	A ridiculous idea proposed by Team Adelaide Councilors as a distraction to the realistic proposals which have been designed by actual experts.	As above. It is overly compromised. You have placed the demands of a handful of businesses over the infrastructure needs of an entire city.		You might as well just turn the whole city into one big car park. It's clear where Council's priorities rest.		Name and shame the businesses who oppose the bikeway travelling along Flinders St, so that we can make sure we never spend a cent there, and instead can support businesses in Adelaide who see themselves as part of the broader community.	No	Work, Play (e.g. Leisure, Recreation, Entertainment, Dining), Shop
Yes, as shown	I only bike ride into the city and something is needed west to east	haven't seen it	I'll probably keep going straight instead of going down Lopham mall					No	Work, Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)
Yes, as shown		I do not believe this is a good design approach. Having cars on either side of the bike lane won't help riders with safety concerns. Cars already queue over pedestrian/bike crossings as it is, there would need to be multiple entry points to get into the central bike lane and especially at peak hour it would be very difficult to do.	Appreciating that the different conditions along the route needs different approaches where necessary, I think the more physical/concrete/planted barriers possible the better.		Concerns about losing a few car parks shouldn't dictate the design of the bikeway.	Any additional adjacent tree planting/pavement upgrades etc. would be welcome.		No	Work, Shop
Yes, with minor changes	Much of the resistance from business to the original route arose from the loss of some car parking spaces. Some (a few) of these parks could be retained by moving motorcycle parking into the side streets (reducing the car spaces in those streets as an off set).	I can't understand where this proposal came from. It is surprising to see it raised at this point in the consultation process (a cynic might think it is another delaying tactic by businesses). As a former policy maker and traffic technician, I can't see any benefit of this design. It puts vulnerable road users in a very exposed position (especially children and inexperienced cyclists) and would inhibit easy movement to attractions on the footpath such as cafe and shops. I can't see where it has successfully been implemented anywhere.	The separation of cyclists from pedestrians and vehicles should be paramount for the final design.		I support the re-orientation of the parking layout. Loss of parking can be off-set by moving motor-cycle parking to side roads, and more suitable permit times to enable business to be visited by more customers, but for shorter periods rather than exploited by some users who overstay (reducing the amount of 1 hour periods to 1/4 & 1/2 hour near businesses). It is important that other City projects integrate principles that improve active movement in the city (e.g. free cross city bus). Given that they benefit from generous rate rebates, I was annoyed to learn that religious institutions located on Franklin Street had objected to the proposed parking changes.	Pedestrians will benefit from improvements in the street scape making road crossing safer.	I believe that the objections to the earlier iterations (route and design) by some businesses along the route are ill-founded and contrary to the evidence that exists from successful implementations elsewhere. I would have preferred the route to continue on Flinders Street rather than the dog leg onto the busier Wakefield Street. Contrary to the misinformation that they obviously received, small businesses would have benefited from the bikeway continuing.	Yes	Live, Work, Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining), Tourist
Yes, as shown	Bike riders need to feel safe. Every other design condition should be built around this.	I have not personally experienced this. My experience is that it would make riders feel more vulnerable as they are riding across, along with issues with access.	Seems logical. Links to surrounding bike network is important, provides a logical east-west pathway which is very much needed.		Generally does it matter? There are so many car parking spaces in the city. I wouldn't need to drive into the city if I felt safe riding my bike in the city.	Anything that makes the city better for people rather than cars has to be included.	No. This works. Please just do something. City council has shown both ineptitude and a complete lack of leadership in their inability to see this project through.	No	Work, Play (e.g. Leisure, Recreation, Entertainment, Dining), Shop
No, do something different	The current proposal will make it difficult to drop off and pick up my child from CBC in Wakefield St. At these peak times it is difficult enough to obtain a park currently, and with these changes it will be more difficult again. Furthermore, at the normal drop off and pick up times, there are no bikes using the current bike lanes.	As long as it does not impact the flow of traffic and car parking then this would be fine, however, car parking is already at a premium and the road congested during these peak times.	It will reduce the amount of car parking available and it is not justified with the apparent little use of existing bike lanes.		There will not be enough parks to facilitate the dropping off and picking up of students, especially those carrying musical instruments.	No	If an east west bike lane is to be built then it should not impact schools in the city	No	Study, Work
Yes, as shown	preference for the linemarking and flexi posts at a bare minimum - In fact, linemarking and flexi posts would be a massive improvement bike user safety on what is currently the case throughout the CBD.	I do not think this would be the correct way forward for this bikeway.	I understand that this design is a compromise between two arguably better designs that had loud objections from a small number of business owners. I would argue that those business owners who have decided the bikeway out the front of their business will find that those with the bikeway out that front benefits while they do not.		There is so much off-street parking in the CBD that this should not be a concern. If there are accessibility issues with the existing off-street parking, then that should be addressed properly and not by undermining the effectiveness of this protected bikeway.	I would be wary of the reduced sight lines and possibility of injury to bicycle users in the event of a collision with one of those large player pots.	It would be an unfathomable shame for the city council to drag their feet any longer on this project.	No	Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)
Yes, with minor changes	Not really into a two-way separated bikeway in the centre of the street	I prefer the bikeway to be alongside the footpath instead, like the existing north south bikeway in Adelaide	I like the bikeway design in the existing north south bikeway in Adelaide		Let's talk with neighbouring city councils to extend the path. Cyclist don't stop just because the post code does.	Let's have Adelaide traffic management and design and developer team from accn brainstorm this one.	I like the bikeway design in the existing north south bikeway in Adelaide - the integrated planning is great	No	Business Owner, Work, Play (e.g. Leisure, Recreation, Entertainment, Dining), Shop, Tourist
Yes, as shown	I like the look of it but interested to see what traffic management has to input.	Safety is key to so many riders. Let's listen to the experts.	Let's talk with neighbouring city councils to extend the path. Cyclist don't stop just because the post code does.		Let's have Adelaide traffic management and design and developer team from accn brainstorm this one.	Lovesome improvements that keep us on track with Paris agreement.	Got a fair few busses on Franklin street near the terminal but I'm happy to share the road	No	Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)
Yes, with minor changes	Please make the design as physically separated from traffic as possible. The Frome St approach works well.	It is dangerous. It is fundamentally different to the usual position on the roadway for all users and is an absolute exception rarely if ever used anywhere else. Cyclists will avoid the danger and it would become a waste of energy and \$.	Would prefer no dog leg - use only Wakefield or only Franklin, minimising issues. Regardless, hurry up and finish it. Include visible traffic counters like on Frome St. Make sure they stay on and work, unlike what I see on Frome St!		Please minimise disruption to a clear path for cyclists, maximise their safety, maximise consistency of design along the route and make it easier for all users to understand where to go, where to park, where to cross. This is still hazardous on Frome St!	Really like the extra greenery this opportunity affords. Frome St has grown wonderfully and looks great. It is really nice riding through the areas, and extra shade and cooling is appreciated.	Please avoid the dogleg - prefer just using Franklin St. Make sure there's a clear connection across West Terrace.	No	Work, Play (e.g. Leisure, Recreation, Entertainment, Dining), Shop
Yes, as shown								No	Work, Study, Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining), Tourist
Yes, with minor changes	I approve an east-west bikeway but I would prefer it to be on a single road rather than changing halfway. Flinders and Franklin streets are a better option.	It will make it difficult to turn either direction once you're sitting at an intersection. Worry about safety.	I build it already, this has taken so much longer than it needed to due to Adelaide Councilors silly political games.		As long as cyclists are safe and people are aware that they cannot use the bike lane for parking or as a loading zone, it needs to be clearly differentiated.	More greenery is a good option.	Run it along Flinders and Franklin streets where it is safer for cyclists.	No	Work, Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)
Yes, with minor changes	Should be continuous on Flinders and Franklin	Unnecessary					Should be continuous on Flinders and Franklin	No	Work, Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)
Yes, as shown								No	Live, Study, Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining), Tourist
Yes, with minor changes	Please please please do NOT make it anything like Frome Rd. Everyone knows how to ride on a road, as all roads layouts are essentially the same, but when you get to Frome Rd everything gets flipped on its head. You have to look in unusual places for traffic, slow down in unexpected areas, and generally ignore the normal road rules that apply for the hundreds of kms of other roads in the city, just for this tiny stretch. Experience cyclists avoid Frome Rd, so please steer clear of a similar design	Avoid the Frome Rd design	As above		No	Nope, route looks good	No	Study	
Yes, as shown	These design principles seem sound and practical. We have already seen their benefit on the Frome Street bikeway.	I like the design, however, I am concerned about the confusion that might be caused when a bike enters/exits the centre road bikeway.	It looks like a fantastic design to help promote commuter safety and ease congestion.		The parking layout looks great. We have seen a similar layout work well on Frome Street.	Looks like they will improve the appearance of the street and help maintain pedestrian safety.	No. I love this proposal!	Yes	Live
Yes, as shown	Please just do it - finish Frome Road and the East-West bikeway to add value to a amazing low-traffic & off-road network in the Parklands. RTLP and inner suburban local roads (NSE & W of the city)	I don't approve.	The proposed kerbside bikeway design and the route will provide a safe low-stress cycle guide for people to access the city from the east and from the west.		ACC is terminally conflicted regards planning for car-parking. Somehow car parking is desirable and sacred. Intelligent analyses disagree. Reduce it is the first principle, take it off street is the second...	Delivery of the proposed street design will increase the number of people cycling to the city for the many benefits it will bring. Please don't delay this project any longer.	A route directly along Flinders is my preferred, but I support the alternative route proposed.	No	Play (e.g. Leisure, Recreation, Entertainment, Dining), Shop
Yes, with minor changes	Flexiposts are insufficient for permanent installations and are mere chimeras of safety.	Total crap. No benefit to be realised here.	The Gawler PI counter-flow dogleg is stupid. I have no other words for it.		maximise width to allow bikes to pass each other (going in same direction)		Realistic connections to either end of the proposed route do not yet exist. West Tee is a footpath full of students with buses changing along oneminutes from the curb and no sensible connection westwards. Norwood is not the only place you might want to access from East Tee... The Gawler PI dogleg is a disaster, a stupid concession to scared councillors. Continue along Flinders St.	No	Play (e.g. Leisure, Recreation, Entertainment, Dining), Shop, Tourist
Yes, as shown	Should not delay delivery - various forms have been proposed for over 7 years. Adelaide has fallen behind other cities in providing bike routes that encourage people of all ages into the city.	This is unproven and unfamiliar. Is a distraction to having bike lanes.					Ensure route marking and promotion to make a success.	No	Work, Tourist
Yes, as shown	This project should be progressed without delay. I frequently use the existing separated bike lane in the city and think provides the best balance of safety and road amenity in Adelaide.	I would tend to avoid this model. While it may work for Sydney, the relatively lower density of Adelaide roads would seem to me to be better incorporated by the existing design.					I would strongly support any approach that maximises bike usage and minimises both car traffic and on street parking, in favour of pedestrian access and bicycle access. I would also support further incorporation of trees and other green space in the separated bikeway design.	No	Work, Study, Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)
No, do something different	I have children at St Mary's College and both the Senior and Junior Christian Brothers College campuses. It is hard enough now, with limited parking and pathetic pick up zones to drop and collect my children every day. If you remove some of the existing car parks and complicate the pick up with an additional bike lane it will be a nightmare for families twice a day every day. Have you spoken to the parking inspectors who patrol near the schools? They should be able to confirm with you how dangerous the current situation is, adding the proposed bike lanes will only make it worse. My children attend school at both cbc wakfield tee and st mary's college and this development will make already impossible parking situations worse.	Do not do it near any schools where there is a build up in traffic, and young children crossing roads and currently not enough car park spaces	Do not do it near any schools where there is a build up in traffic, and young children crossing roads and currently not enough car park spaces		Do not do it near any schools where there is a build up in traffic, and young children crossing roads and currently not enough car park spaces	Do not do it near any schools where there is a build up in traffic, and young children crossing roads and currently not enough car park spaces	This is insane, try and drive west on Franklin Street between Morphett Street and West Terrace on a Friday around 3.25pm. It is total mayhem. If you add the bike lanes and get rid of existing car park spaces it will only be worse. I CAN NOT EMPHASISE ENOUGH HOW BAD THE DRIVING AND CAR PARK SPACES ARE NEAR THE AFOREMENTIONED SCHOOLS. I would have thought the council would have been looking at improving flow of traffic around these busy schools and facilitating better drop off and pick up zones.	No	Shop, Study, Play (e.g. Leisure, Recreation, Entertainment, Dining)
No, do something different	The effect on schools along Wakefield concerns me	Concerns about pedestrian access, concerns about the issues that Frome St had.	Reduced drop off access to schools		It will risk the safety of children going to school		Consider the school access, not just drop off but students coming and going in the city	No	Study, Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)
No, do something different	This will have a very negative impact on picking up and dropping my children off at school. I am very concerned for the safety of all the children. Please do not do this.	Don't do it					Please do not proceed to put the bike lanes in. It'll affect the safety of children.	Yes	Live, Work, Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)
Yes, as shown	I have been waiting so long. I was happy with the Flinders / Franklin route, but I understand businesses along the route were not (I'm unsure why - it seems to me that the businesses along the north / south version, even when they include pavement dining, do not seem to have been negatively impacted) - in fact their dining options seem, from the diners point of view, to be more pleasant. Perhaps they have lost some tables, or parking spaces? I would hate yet another delay - I thought the Frome bikeway took a long time, but in comparison it was achieved without the blink of an eye! I would prefer the bikeway was along streets with no buses.	I am not as happy. It would feel less secure, would be less shaded in hot weather, would take longer to access (having to cross the road), would be just as disruptive to traffic with cyclists crossing the road to get to it regardless of the width of travel. But if this is the only option available to businesses, it would still be better than nothing.	I note a facebook post that says the current bikeway is terrible for both cyclists and pedestrians - This is not at all consistent with my daily experience of the north-south bikeway. Perhaps that person prefers to cycle at 20-km/hr, even in the city. It would certainly be hazardous for speed cycling, and to create a city bikeway that would enable such cycling would be impossible.		I hope it is acceptable so you can get on with it.	Good	Please make up your mind now and get on with it - There seem to have been an unbelievable number of delays.	Yes	Live, Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)
Yes, as shown	This will not only encourage more people to ride bikes, it will funnel more people riding bikes to the bike pathway, freeing up other roads like Gouger, Grote and Waymouth for drivers who won't have to contend with as many bikes.	This approach will not work for people using the road - bike riders and drivers included. Or though the idea of not making any changes to existing parking appeals, nothing else about this approach will be practical or functional in any way.	I like the design, similar to the Frome St bikeway, separated is best	No	Trees and greenery is a must, keeps it cool and looks good		I'm happy with the route and separated bikeways as shown	No	Work, Study, Play (e.g. Leisure, Recreation, Entertainment, Dining)
Yes, with minor changes	As a cyclist I'd like to see the lanes as wide as possible (for 2 cyclists at least), so progress can be made. I'd like to see pedestrians clearly segregated from the bike lanes, or a means to make it very clear to pedestrians that it is a cycleway!	I think this is a very silly idea. The whole point of bringing bikes into city is that you can go anywhere, stop at shops, get onto the bikeway etc. This removes bikes from being able to do that. This should not be considered at all.	As per previous comment. Obviously I'd like to see easy access to the cycleway at both ends and easy ways of crossing the road at the eastern end		Happy with that. Just make sure that car doors can't open up into the bikeway		As a cyclist I'm happy with the removal of car lanes. I'd really like to see this as an opportunity to provide street greening and an increase in outdoor dining etc. and additional pedestrian crossings on these busy roads	No	Work
Yes, with minor changes	Safe bike lockups. The amount of bikes that get stolen restricts use of the city. Surely the existing carparks could install bike lockers near the staffed areas for \$1 an hour or similar. Social outings with fellow cyclists are stressful because you constantly worry that your bike will be gone when you get back.	More interested in the city of Adelaide	More bike ways please.	No	Regular drink fountains to encourage people to plan to stay out longer		Anything to encourage people to move more is a great thing	No	Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining), Study

<p>I drive along Franklin and Flinders St each day to park my car and walk to work. Our business is on Flinders St and we always use the 30 min parking zone out the front to drop off goods. The proposed changes will impact access, add to the current congestion during peak hours where Flinders/Franklin Streets become a carpark, impact those attending St Marys, CBS etc schools and the Greek Church on the western end.</p> <p>No, do something different</p> <p>I don't believe a dog leg down Gawler place is wise as it takes bicycle traffic in front of the Fire Station, it should be Franklin and Flinders St in full but prefer not at all? Are the legal fraternity able to have their concerns addressed above all other businesses? An example of class distinction. It should be one in all in.</p> <p>This will further discourage people coming into the city at a time when its most needed for businesses to survive. Being able to ride a bike is not going to encourage spending, you cant carry it. Removing street parking is not wise especially when there are Fringe events.</p> <p>I am not averse to increasing bicycle access but think the council could spend their money in more productive ways particularly when Frome St wasted a lot of funds and at a time when its retrenching staff and reducing services. Finish other projects such as the railway station to central market, improving Victoria square etc first.</p>	<p>Turning off Flinders and Franklin is difficult currently with the light cycles, this will make it worse.</p> <p>Don't do it.</p> <p>Too many carparks will be lost.</p> <p>They are only proposed as no confidence they will be implemented after consultation.</p> <p>Grote/Wakefield Street is wider, maybe move it south.</p> <p>No</p> <p>Work, Business Owner</p>
<p>Yes, with minor changes</p> <p>I think that if we can get the 'Oxford Street' style across the line there would be benefits for pedestrian, motorists and cyclists.</p>	<p>It seems to me that there would be greater safety for pedestrians and cyclists as people (including motorists) attempt to cross the bike path. Some time the visibility is obscured by the plantings and this further separation would seem a good thing</p> <p>I'm just happy it's happening.</p> <p>Glaid it is separated from the cyclists</p> <p>more greening is great</p> <p>No</p> <p>Work, Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)</p>
<p>Yes, as shown</p> <p>This will be a great asset for commuters and the city, and will increase patronage of businesses along the route</p>	<p>Frome Rd is OK</p> <p>Separated bike lane is very important</p> <p>OK. I drive a car into the city occasionally too.</p> <p>None</p> <p>Please make sure the dog leg is safe and effective or riders will not choose this route.</p> <p>No</p> <p>Work, Play (e.g. Leisure, Recreation, Entertainment, Dining)</p>
<p>No, do something different</p> <p>The Design Guide document has no page numbers and there is no page headed Design Principles so I cannot tell what this question is about.</p>	<p>Stupid, dangerous, and would discourage cyclists</p> <p>No</p> <p>No</p> <p>The proposed dog leg is ridiculous and will be ignored by any cyclists who are not heading in the same North or south direction as the dogleg is they will continue on Flinders St or Grote St rather than take an unwanted detour. Nevertheless JUST GET ON WITH IT. Stop prevaricating.</p> <p>The route alignment should be along one street, without the HHD.</p> <p>No</p> <p>Work, Study, Play (e.g. Leisure, Recreation, Entertainment, Dining), Shop</p>
<p>No, do something different</p> <p>This is an embarrassing compromise at the end of a VERY embarrassing, nearly 10 year process, to fail to complete the Frome St Bikeway. This should be a conspicuous design down Franklin/Flinders, Grote/Wakefield or Waymouth/Pie.</p> <p>This is EXACTLY why I left Adelaide, why I don't plan to return, and why I tell anyone who will listen that it is not a place you want to live. It's pathetic but predictable.</p> <p>I feel sorry for the planners and designers that have to dress up this pile of garbage. This Hyde Handicap Dogleg (HHD) should have been aborted conceptually, and now has to be built, at Adelaide gets nothing, and then subsequently will be rewarded with another expensive to rectify this nonsense, hopefully sooner rather than later. Just like Frome Again Street, or the Start Street abandonment.</p> <p>I hope you get your jobs in LGA's with some actual ideas of how to build a city, and I can't wait until your political overflows are booted out!!!</p> <p>My concern with this design is safety at intersections. It is essential to ensure it is clear for pedestrians, cyclists and turning motorists who has right of way at intersection. This design lends itself to pedestrians and turning vehicles cutting cyclists off, unless right of way is clearly signposted and all road users have a clear view of each other entering an intersection.</p>	<p>Two-way bikeways are a compromise only built in bike-lite cities. Better than no cycling, but a halfway house to a permanent solution. Do not support these as a preferred design particularly where the wide streets of the CBD permit.</p> <p>That being said, the City of Adelaide must consider how Sydney has rapidly implemented a separated network in months, whereas ACC has literally done nothing to progress the network since the latest two-block extension on Frome.</p> <p>Build it already and we will do the job right when we can.</p> <p>Reduce all parking.</p> <p>Severely compromised.</p> <p>I love the idea of beautifying the streetscape so people walking too and from their cars give way to cyclists</p> <p>I have the idea of beautifying the streetscape providing it doesn't impede safety by reducing vision of drivers, cyclist and pedestrians</p> <p>No</p> <p>Work, Study, Play (e.g. Leisure, Recreation, Entertainment, Dining), Shop</p> <p>Finally, the goodwill and patience of the riding community is not diminished, it's been burned to the ground. No one expects anything other than this sort of muck from the ACC, sadly. And yet we still have to comment and be engaged so the elected members don't adversely make things worse, which I'm sure they'd love to.</p> <p>No</p> <p>Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)</p>
<p>Yes, as shown</p> <p>My concern with this design is safety at intersections. It is essential to ensure it is clear for pedestrians, cyclists and turning motorists who has right of way at intersection. This design lends itself to pedestrians and turning vehicles cutting cyclists off, unless right of way is clearly signposted and all road users have a clear view of each other entering an intersection.</p>	<p>See above.</p> <p>Needs proper signposting so people walking too and from their cars give way to cyclists</p> <p>I love the idea of beautifying the streetscape providing it doesn't impede safety by reducing vision of drivers, cyclist and pedestrians</p> <p>No</p> <p>Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)</p>
<p>Yes, with minor changes</p> <p>The East-West cycleway should be in a straight line from East to West, preferable along Flinders/ Franklin (rather than Grote/Wakefield) Streets. The hook version that is currently proposed reduces the great potential that a direct and clearly dedicated cyclepath will have.</p>	<p>The design is appropriate given the generous road corridors of each side of the HHD. Closing Gawler Place to vehicular traffic should be strongly considered giving it is a key pedestrian spine from the Mall to the middle of the CBD. It is not an important thoroughfare for vehicular traffic, which is already superbly served by the car-pre-dominant status quo across the entire City of Adelaide.</p> <p>Reduce all parking.</p> <p>Severely compromised.</p> <p>There is already way too much parking in the CBD. Almost every other building seems to be a multi-storey car park. So get rid of the on-street parking and start nudging the CBD in the direction of an actually liveable urban environment that gives cyclists a right to exist and move without constantly hearing for their lives. I am sure you realise that the passenger doors of the parked cars will open onto the cyclepath, still presenting a risk to cyclists for limb and life when people open car doors without checking for other first. Let's remove that risk altogether! Having decent cycling infrastructure might also convince some of the less conservative car drivers (perhaps in time even the petroleum lovers of which there seem to be too many in Adelaide) to occasionally use another mode of transport - safety concerns are after all one of the most-quoted reasons why people don't cycle in Adelaide.</p> <p>Trees and shade would be a good idea in the CBD anywhere given that it is like a diesel- and gas fuelled concrete oven these days. The trees could go where currently on-street parking is proposed. It would make the street soooo much more attractive and liveable if instead of cars (moving and parked) one could look at trees, cyclists and also pedestrians.</p> <p>Yes, see above - it makes so much more sense to have the East-West bikepath in a straight line across Franklin and Flinders Street, instead of this weird and I suspect much more dangerous 'hook-route' via Gawler Place. There is no good reason from what I can see for the route that is currently proposed - if we finally, finally do something about improving cycling infrastructure in Adelaide I really think we should try and get it right!!!</p> <p>Yes</p> <p>Live, Work, Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)</p>
<p>Yes, as shown</p> <p>The design may cause conflict between people exiting vehicles and riders using the bike path. Having trees along the bikepaths obscures vision for the cyclists. I have ridden the Frome Road path multiple times, and feel uneasy coming up to side streets and driveways as drivers cannot see the oncoming bicycles until they edge into the bikelane.</p>	<p>I think it is a very good design that would be more efficient than the design on page 11. It is a reduction in the width required, so there could be more space used for cyclists to overtake other slower cyclists. I would feel safer using one of these paths because it would also be easier to see any pedestrians trying to cross the road (rather than them take one step off the footpath and into the bikelane).</p> <p>Should change it to one similar to the Sydney design.</p> <p>Sydney design allows for the parking to remain similar to what it is now.</p> <p>No</p> <p>Work, Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)</p>
<p>No, do something different</p> <p>There is minimal room and opportunity to create a separate bike lane, especially with minimal current parking restrictions for children school pick up.</p>	<p>This should not go ahead as there is already congested traffic and limited area for a separate bikeway. From Road bike lane was not successful with the creation of the extra parking bays, became difficult to manoeuvre and at times unsafe.</p> <p>It is not operational, safe and doesn't support schools surrounding it with lots of children at pick up & drop off times.</p> <p>Not acceptable.</p> <p>nil</p> <p>Please stop this project as there are major implications for parking for city schools such as St Marys & CBC. The safety of both students and cyclists in Franklin St particularly during afternoon pick up time. We do not have other viable locations for pick up due to the narrowness of Gray St and the bus stop and pedestrian crossing in Grote St for CBC students. For St Marys college, the same applies with minimal locations for parents to pick up / drop off in a safe way. Thanks.</p> <p>No</p> <p>Work, Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)</p>
<p>Yes, as shown</p> <p>The centre of the road option is untested, may pose safety issues, and is likely to be unfeasible (i.e. unlikely to receive approval). The proposed kerbside design is a tested and achievable way to provide a safe, low-stress cycling route through the city.</p>	<p>The proposed design and route will provide a safe low-stress cycle route for people to access the city from the east and from the west. It will connect with a number of other key bike routes to help provide accessibility across the city and beyond.</p> <p>The proposal balances the needs of bike riders with the needs of car parking users to help people to access the city via a range of transport modes.</p> <p>These are likely to be a win for all users of the city.</p> <p>The proposed design should be delivered as soon as possible, not delayed any longer. It will increase the number of people cycling to the city, with the known benefits this brings for health, environment and the city economy.</p> <p>No</p> <p>Work, Play (e.g. Leisure, Recreation, Entertainment, Dining), Shop</p>
<p>No, do something different</p> <p>Do not include Franklin street in the bike lane plan- it would increase the risk to life and safety for children, and families who pick up and drop off their students at St Mary's college, and the cyclists themselves. It is very busy at peak times of the day already in that area because of the school. There is no alternative for parents to use another street around the school. INSTALL A RED LIGHT CAMERA in the pedestrian crossing in front of the school- that is what should be a priority. I have seen countless cars drive straight through the red light while students are walking across. There will be an injury caused by putting a bike lane around a busy school and the council will be responsible for not listening to concerns from the community concerns.</p>	<p>No</p> <p>Yes do it on streets that the less congested such as Carrington and Angus street.</p> <p>If it improves car parking and congestion then I'm all for it</p> <p>No</p> <p>Work, Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining), Study</p>
<p>No, do something different</p> <p>I strongly suggest the centre road bike lanes with associated greening.</p>	<p>This design option would reduce the danger to pedestrians and cyclists around the multiple schools on Wakefield and Franklin Streets at busy school pick-up times. Young students in particular may enter the streetway without due care (and associated kerbside bike lanes), endangering themselves and cyclists. Schools in three locations have limited alternative opportunities for students set-down/drop-off, and the centre road bikeway would show deference to this need.</p> <p>Furthermore, it adds safety and pleasant surrounds for the cyclists, by using gardens to separate the cyclists and cars.</p> <p>No</p> <p>Work, Study, Play (e.g. Leisure, Recreation, Entertainment, Dining), Shop</p>
<p>No, do something different</p> <p>I have no issue with the design. Just the location.</p>	<p>Losing parking in the vicinity of st Mary's will exacerbate the current traffic problems.</p> <p>No</p> <p>I have a lot of concerns locating this bikeway on Franklin st. Twice a day I'm at my daughters school and the congestion and lack of parking is both frustrating and a safety issue. I believe a bikeway will only add to the risk to student safety. Perhaps, grote or waymouth it would be a safer option.</p> <p>No</p> <p>Work, Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)</p>
<p>No, do something different</p> <p>The bike lane is unnecessary due to amount of bike riders versus cars on the roads.</p>	<p>Restricting or limiting the parking especially near CBC and St Mary's College is ludicrous. The parking around these areas is already limited and proves very difficult to pick up my children from school. If you limited parking out the front of these schools you will find parents will need to go to extreme lengths to find a park to collect their children such as illegally parking or they won't observe the bike riders because they don't give a about them and their lanes. The riders safety will be in danger as you don't want to get in the way of a parent at school drop-off/pick-up times.</p> <p>No</p> <p>Shop, Work, Play (e.g. Leisure, Recreation, Entertainment, Dining), Study</p>
<p>Yes, as shown</p> <p>I access the drop off zone at St Mary's college twice a day. I see this new proposal as a serious safety risk to students and bike riders.</p>	<p>While this is a nice initiative for bike riders, it will disadvantage all other users of the road in this space. Many more people will permanently be effected in a negative way due to unsafe access to school drop off access</p> <p>We already struggle with school drop off and pick up access. This will make the issue more of an issue and safety will be a real concern</p> <p>No</p> <p>Study</p>
<p>Yes, as shown</p> <p>Nil</p>	<p>Not in the centre of the street - too dangerous and impractical.</p> <p>Not in the centre of the street - too dangerous and impractical.</p> <p>Nil</p> <p>Nil</p> <p>No</p> <p>Work, Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)</p>
<p>Yes, with minor changes</p> <p>Just Flinders and Franklin Streets seems more logical than the weird dogleg onto Wakefield St.</p>	<p>As above. Flinders and Franklin St already a common route. Wakefield St has more large trucks etc.</p> <p>No</p> <p>Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)</p>
<p>Yes, with minor changes</p> <p>Street selection of Franklin St is not appropriate as it is a school zone.</p>	<p>I am concerned about the impact that the current usage would have on cyclists. At drop off and pick up times there are hundreds of parents and children are moving through Franklin St. There is a great possibility of collisions which would be dangerous for everyone concerned. A different route should be considered.</p> <p>No</p> <p>Work, Shop, Study</p>
<p>No, do something different</p> <p>This goes past St Mary's school which already has limited parking and would put the students and bike riders both in danger</p>	<p>No</p> <p>Study, Work</p>
<p>Yes, as shown</p> <p>As a churchgoer of the Greek church in Franklin street as well as having a daughter that attends St Mary's college I think the losing of carparks would be extremely detrimental to those who attend either site. Furthermore the use of Franklin street by vehicles (using these parking spots) far exceeds the number of bicycle riders I see at school drop off and pickup sharing the roadway. I also believe it will cause potential unnecessary danger to students around the school. I can imagine something like an important date on the greek orthodox calendar, a wedding or funeral would be disastrous with these carparks removed - especially with the number of elderly who frequent the church.</p>	<p>This is something that could be explored down the track but is not something that I see the value of trying in Adelaide. There are tried and true ways of creating separated bike lanes that work so it seems silly to be experimental - particularly given the history of false status and bikeways removals in Adelaide.</p> <p>Frome rd bikeways is the gold standard and these appear to be a silver standard which is still good. It would be nice to have options to include more greenery in the future to be identified even if not implemented from the start of the project.</p> <p>I currently drive to these streets 3x/week because I feel unsafe on a bike so a reduction in parking spaces in exchange for bike safety will help me patronise businesses without the need for car parking.</p> <p>Please consider the safety of bike parking around the central market area (i.e. near U City). Too many bikes get stolen in this part of the city.</p> <p>No</p> <p>Live, Work, Study, Play (e.g. Leisure, Recreation, Entertainment, Dining), Shop</p> <p>I hope this design / approach is eventually incorporated into more eastwest and north/south routes to create a connected network that I can trust and feel safe on.</p>
<p>No, do something different</p> <p>I am unsure if Franklin street in particular is the right street to bring the cyclists down from West Terrace as it would make more sense to divert them through another road (possibly Grote Street) towards Victoria Square which has sections of restricted speed limits that would be less dangerous for cyclists.</p>	<p>I think losing carparks to increase bike ways is making an issue to try and solve another issue and given the number of cars in use, in particular Franklin Street, then you are disadvantaging the road users who is to benefit many to appease the few.</p> <p>No</p> <p>No</p> <p>As discussed above - I am unsure if Franklin street in particular is the right street to bring the cyclists down from West Terrace as it would make more sense to divert them through another road (possibly Grote Street) towards Victoria Square which has sections of restricted speed limits that would be less dangerous for cyclists.</p> <p>No</p> <p>Study</p>

Yes, as shown		I support this concept as a safer alternative for bike riders and pedestrians	I work in the City and have been dropping my child at St Marys College for 12 years. During this time I have witnessed 5 year mis incidents with drivers and bike riders proceeding through the pedestrian crossing on Franklin Street whilst children are crossing. Introducing more bike riders to this section of the City would be adding further chaos to this already busy area. Traffic and bike riders turning into a Franklin Street from West Terrace are often blinded by early morning sun. This section needs to have distractions reduced and visibility improved. Bikeways are not suitable for roads that have high pedestrian loads, including young children, which Franklin Street does.	We can't afford to lose any more parking spaces...and peak hour traffic makes Franklin and Grote Streets, around the school, fairly precarious already.	I'm sure it will look pretty but can you please factor in safety precautions for pedestrians (ie. children), and for cyclists, especially in the morning rush hours.	Is there no other road that is a better option?...a road without a school on it?	No	Work, Study, Play (e.g. Leisure, Recreation, Entertainment, Dining)
Yes, with minor changes	As a parent of a student at St Mary's College, I am concerned about the safety of students and cyclists during school drop-off and pick-up times. Franklin Street is already a nightmare to negotiate and Grote Street is even worse! Remember, it's a R-Y12 school.	No	Again, my concerns are in regards to the school zone, there has to be a viable/safe option for school drop-off and pick-up.				No	Work, Study, Play (e.g. Leisure, Recreation, Entertainment, Dining)
No, do something different	I am a rider who rides regularly and use Frome Street. On this occasion I can not support the proposal as a parent of children who go to St Mary's College. No where in the concepts is the school addressed, nor how the safety of children will be addressed in drop off zones that may cross the school entry or the removal of drop off zones completely. As a user of Frome Street, it is risky enough that the odd pedestrian crosses without looking, how does the CoA create a design to manage a concentrated volume of 5-17 year olds, a total 1200 kids?	As a rider, I would feel more exposed than usual. It would be a compromise for the school issue, but would encourage barrier separation.		For the school end, it creates too much risk for families a riders crossing the bike lane into the school. Zebra crossings across the lane like the Martra in Frome Street are not practical for the volume and direction of foot traffic.		Grote Street may present a better option or part of the solution. Whilst the school has an entry at this point, I suspect the volume of families using the back entrance to the school would be lower and car parking impacts less. The CoA could well do surveying people movements in this area to make a data driven judgement.	No	Work
Yes, as shown	Having separated bikelanes makes all the difference when encouraging cyclists to commute. I'm a female who is vary wary of cycling in traffic and would feel a lot safer and motivated to cycle on a separate cycle lane.	Great! We need more in Adelaide!					Yes	Live, Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)
No, do something different	The proposed bike way goes past 3 city schools. This is going to make parking and drop off and pick up around 3 schools rather difficult. By removing parking near these schools it will make it even more dangerous for the school kids specially as the schools are R to 12 schools so parents need to be able to go into the schools as one have the kiss and drop zones.			You really can't reduce these parking spaces they are already too few of them.			No	Work, Study, Play (e.g. Leisure, Recreation, Entertainment, Dining), Shop
Yes, as shown	I think bike paths are important and we should encourage cycling as much as possible	I prefer on the edge of the street. But I guess the centre is better than nothing?	No, I encourage it	I think it's worth sacrificing done carparks	No		Yes	Live, Play (e.g. Leisure, Recreation, Entertainment, Dining), Shop
Yes, as shown	Bike infrastructure is really needed and this project will help.	Centre bike lanes are dangerous and problematic. Most successful bike lanes are to the side.	Sharing with pedestrians is not always best. Some good examples exist in other countries of separate lanes for walkers and cyclists where possible.	While it is a problem to shop owners to take away any parking space, the overall idea to decrease car traffic and increase other transport makes the entire system work better long term. Netherlands, Denmark, so many positive examples.			No	Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining), Tourist, Work
Yes, with minor changes	The pedestrian pinch point on Frome at outside the rooftop garden hotel is problematic as the garden keep over growing the narrow path, and pedestrians seem to stop on the bike lane on either end. Would like to see a different solution to such cross overs	It seems it would work better for navigating the dog-leg through Gawler Place, but would be 'scarier' for inexperienced cyclists including children. Given the added barriers to accessing the path I think I would end up just using the traffic lane. So I don't support it.				The dog leg through Gawler place seems cumbersome. It seems to me that most cycling to the east is currently on Flinders and Prie st with good access to the parklands paths. Continuing on Flinders would be more in keeping with current patterns of where people actually go and provide better access to the city centre.	Yes	Live, Work, Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)
Yes, as shown		Either proposal is fine	Needs clear direction on right of way at intersections, especially left turning vehicles across bike path		As much greenery as possible!	Needs to be integrated across parklands paths - signs pointing to east west bikeway from other paths	No	Work, Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)
Yes, as shown	I think less of toolkit 1 and more 2, 3, and 4 would be wonderful, but I understand that cost is a factor.	I don't like being so close to oncoming traffic.	Same as O2: I think less of toolkit 1 and more 2, 3, and 4 would be wonderful, but I understand that cost is a factor.	No, as I do not (except on very rare occasions) drive to the city.	No.	No.	No	Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)
No, do something different	A 150 year old school stands on the corner of Franklin, West Terrace, Grote Street and Gray Street. How do you propose over 750 students get to school safely if the only drop off and pick up zone is removed?	It needs to be on a different street, how do you propose the students of St Mary's College get to school safely?	A 150 year old school stands on the corner of Franklin, West Terrace, Grote Street and Gray Street. How do you propose over 750 students get to school safely if the only drop off and pick up zone is removed?	A 150 year old school stands on the corner of Franklin, West Terrace, Grote Street and Gray Street. How do you propose over 750 students get to school safely if the only drop off and pick up zone is removed?	A 150 year old school stands on the corner of Franklin, West Terrace, Grote Street and Gray Street. How do you propose over 750 students get to school safely if the only drop off and pick up zone is removed? The pick up zone area and the surrounding parks are already being monitored by the council, making it difficult for many parents of new young students.	A 150 year old school stands on the corner of Franklin, West Terrace, Grote Street and Gray Street. How do you propose over 750 students get to school safely if the only drop off and pick up zone is removed? Grote Street has a bus stop and no access for parents. Gray Street is far too narrow and has permit parking and West Terrace has no parking and is a very busy road. How do you intend to ensure the safety of the students of St Mary's College, a proud school that stood for over 150 years. How do you intend to ensure no child is hurt or killed during drop off on what is already a very busy road?	No	Work, Study, Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)
No, do something different	The council is well aware that parking is an issue for parents and students outside St Mary's College, which has been in its current location for 150 years. This will exacerbate the problem. Can this not be done elsewhere?	No	No	This will reduce parking and safety outside of St Mary's College which is already difficult.	No	Take it all the way down Wakefield street.	No	Work, Study, Play (e.g. Leisure, Recreation, Entertainment, Dining), Shop
Yes, with minor changes	As a cyclist as well as a motorist, I understand the need to share the road, the design is not so much the issue, it is how it fits with St Mary's College and is going to make the pick-up and drop off of my daughters logistically challenging and place them and other students at risk, as there will be no kerbside drop point for motor vehicles.	There is going to be significant impact in the Drop off and Pick up Zones at St Mary's College on Franklin Street, we need to acknowledge this is the oldest inner city girls school in Adelaide and out of the ~1000 girls that attend a lot of parents work in the CBD or surrounds. I work at Currie Street and my wife at the Royal Adelaide Hospital Intensive Care Unit. We selected an college in the CBD for ease of access and it would also further embed us into the Adelaide CBD community, albeit we dwell in the west. St Mary's College is a very limited in where safe drop-off and pick-up for students can be facilitated. West Terrace is too busy. Grote Street has traffic controls in place with lights and St Patrick's Church controlled parking and Gray Street is too narrow. If a bike way was put in (and as I have mentioned I am also a cyclist as well as motorist and a CBD worker and consumer) this would force young women, motorists, to have to cross busy streets walk in unsupervised lanes and alleys and walk substantial distances to be picked up. This increases the risk of motor vehicle accidents, pedestrian versus car collisions, congestion in back streets, young girls interactions with potential citizens under the influence of substances in the inner city. This would have a significant impact on this community on a large scale in order to facilitate a smaller community of commuting cyclists who have managed to safely navigate their way into and out of the CBD up until now	If a Drop-off and pick-zone was integrated into Franklin Street out the front of St. Marys College quarantined for approximately a 4 motor vehicle between the hours of 0800-0900 and 1500-1600 might work	A physical barrier is a good idea, but it is really necessary, where has this been derived from? what are the statistics in relating to collisions between cyclists and motorists? what is the motivation drive this? Is it from the cycling community? Is it making the CBD look 'prettier'? Has the council got extra funds they don't know what to do with?	Why not move it to another, quieter East/West Street, Wright Street or Sturt Street? Or even Grote Street it's wider. These bike have a major impact on the flow of motorist traffic in the CBD I used to take Regent Street North when I worked at the old RAH and I remember when that bikeway went in and the street lost a whole lane.	Think about this Adelaide Council, a bikeway is a good idea just not past the largest inner city girls school in the CBD	No	Work, Study, Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)
No, do something different	Dangerous and disastrous idea outside St Mary's College	Sydney ??? I thought the East-west bikeway proposal was Wakefield Street to Franklin Street Adelaide ?	I am unsure how a bike lane could safely co-exist with reverse angle short term parking and drive through zone outside SMC College on Franklin Street. It is chaotic enough at school drop off and pick up time without adding cyclists to the equation. They would not be able to mount the footpath for a safer option as the students are. Exiting the school and waiting to cross at the pedestrian lights - Gray street / Franklin street is a dangerous T junction as NO cars stop at the stop sign so cyclists would get cleaned up there. As well as being all the reversing cars that struggle to Reverse and re enter the main lanes. I guess if the bike lane was limited to times other than 0730 to 0900 and 1430 to 1600 it could possibly work. But as a mother of 4 teenage bike riders I wouldn't be encouraging them to ride their bikes along there. Too dangerous with cars reversing and pulling out again in to mainstream traffic.				No	Study
Yes, with minor changes	Having a two-way bike lane on one side of the road, separate from cars, could be a better safer option.	It seems like a more dangerous option, as cyclists would need to cross traffic to get into and out of those lanes.	Having a two-way bike lane on one side of the road, separate from cars, could be a better safer option.	Keeping parking separate would be safer, so dividing the road into car-users and cyclist could be a safer option.			No	Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)
Yes, as shown	Support the design - have some concerns about passenger loading and door zone conflicts shown near the Old Calvary Hospital. The image makes this look like a conflict point. I would also like some more info on how the corners are managed in terms of turning traffic and kerb treatments - there's a few issues on Frome Street with drivers waiting in the separated lane and blocking it due to confusion.	I can see this design working well for bicycle traffic which is 'passing through' but makes it difficult for cyclists turning off the lane and accessing destinations in the city such as offices, shops etc. It also moves cyclists out of the shade of street trees into a separate island. It also does not link to the footpath network. In short prefer the other design.	The bikeway should be a straight and direct route through the city e.g. Franklin and Flinders Street - I don't support the 'kink' in the design as it is indirect and doesn't make sense.	Need to manage loading / unloading carefully. Lots of commercial deliveries and passenger loading in the central areas could be an issue - blocking lanes etc.	The more landscaping and street trees the better		No	Work, Study, Play (e.g. Leisure, Recreation, Entertainment, Dining), Shop
Yes, with minor changes	Could you bring the zig-zag over to Wakefield down to Frome Rd? This would have the potential to create a bicycle junction when the other West-East path is put in place.	None. Hopefully the movement from the parklands to the central ward will be smooth.	I'm pleased that Adelaide is looking at ways to make the city more accessible to bike.		Since it looks like the layout will reduce the number of cars that can park in the city, I look forward to more people riding as a result.	Bus stop islands look like a lovely addition.	No	Work, Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)
Yes, as shown	It's long overdue						No	Work, Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)
No, do something different	Traffic congestion in the city is already difficult and intense throughout the day. Adding a bike lane will only deteriorate the traffic situation. This plan benefits a select few and disadvantages many, many more people. Ultimately, this is not just a congestion issue, but a safety issue. With schools around the planned bike path the congestion will cause more chaos and potential for harm to our children, and this is selfish and unacceptable. I fear a bike lane starting at the roundabout could be dangerous for both cyclists and drivers.	Don't do it!	It would be better to have a bike lane running all the way through Flinders Street and Franklin Street.			The bike lane will be highly disruptive to the Park Wynd Hospital, Christian Brother College primary and secondary schools and the business on Wakefield Street. I work at and a significant proportion of our clients are elderly. They drive to Kain Lawyers and rely on the car parking on Wakefield Street.	No	Work, Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)
Yes, as shown	It would be better to have a bike lane running all the way through Flinders Street and Franklin Street.	It's an interesting approach, provided safe access to the centre of the street can be guaranteed without delays or barriers to access. I would be concerned that newcomer cyclists would be uncomfortable and that would reduce engagement (with the most vital part of the community - people who might switch to cycling if they felt safer) would reduce congestion more than established commuters	Prefer as much separation as possible to encourage new riders. Vertical flexi-posts are okay at the west end as proposed but should be positioned in a wide visual separator.	Definitely in favour of advancing greening of the city streets - reducing the 'concrete wasteland' effect.			No	Work, Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)

Yes, with minor changes	<p>I see your note of "Schools require drop off/pick up areas. There are a number of schools along the route, including Christian Brothers College, St Aloysius College and St Mary's College.</p> <p>"Existing drop off/pick up zones will be integrated into the new bikeway design with great consideration to safety." However would like an assurance that there will be no less than the current numbers of parks for those pick up zones at the schools.</p>		118		I would prefer you consider an alternative route that did not involve passing four schools (CBC two campuses, St Aloysius and St Mary's).	No	Work, Play (e.g. Leisure, Recreation, Entertainment, Dining)
No, do something different	<p>The Bikeway design shows that the St Mary's school drop-off zone and the angle car-parking on Franklin st will virtually disappear.</p> <p>The proposed East-West corridor will undoubtedly increase the bicycle traffic passing the school significantly. There's no analysis in the Council's proposal estimating this increase in bicycle traffic. Many Bike riders already ride through the red light on the pedestrian crossing outside the St Mary's school. You only have to stand there for 10-15 minutes in the morning or afternoon to witness this. This may only be a small percentage of riders, but if the bicycle traffic is doubled, tripled, etc, then so will the number of riders ignoring the light. How can the Council expect this behaviour to suddenly change?</p> <p>Bicycles should be speed limited when passing through school zones as well.</p>	Bicycles would have to cross traffic lanes to turn left or right. This basically doubles the points of conflict with vehicles and the risk.	How many bicycles are expected to use this new East-West path? It's a lot of money spent catering for maybe 5 - 10,000 riders, compared to the 100,000's cars that use Franklin Street each year.	Franklin St will be reduced to a single lane in either direction during the daytime, because of the proposed parallel car parking on the outer lanes. Vehicle traffic will also be interrupted for drivers trying to reverse parallel park.	I'd love to see some trees and planter boxes along Franklin St. ACC could learn a lot from similar planting schemes in the UK. But, if it creates unnecessary congestion, reduces the number of traffic lanes and/or increases commuting times, it's simply not warranted nor does it help the city workers, the economy or its retailers.	No	Work, Shop
No, do something different	cuts through already busy and congested school zone					No	Study, Play (e.g. Leisure, Recreation, Entertainment, Dining), Shop
Yes, with minor changes	How will this affect the drop off and pick up of children at St Mary's College on Franklin Street? It appears that the majority of parallel parks will be lost which will cause major issues at the busiest time of the day for both parents and bike commuters.			I would like clarification on the loss of short term parking outside the St Mary's College on Franklin Street.		No	Work
No, do something different	My children go to St Mary's college, at drop off and pick up the street is already congested with traffic and difficult to park. The proposed bike lanes will only add more traffic and limit parking spaces. Also the space around the school should be a 25 kilometres zone between 8-9am and 3-4pm.		It's too big	I think it will take up to many parking spaces.	No	No	Play (e.g. Leisure, Recreation, Entertainment, Dining)
Yes, as shown	I think this is still substandard and too narrow, but the constant delays by councillors is ridiculous, pathetic and embarrassing to Adelaide. Not to mention how dangerous the current painted lanes are. We need to get this built asap.	Don't even waste your time looking into it. Most likely this was introduced by one of the 1950's 'Team Adelaide' Councillors trying to cause further delays and eventual cancellation of this	Too narrow, should be min 3m. The dog leg is rubbish too, but I'll take anything that demonstrates Adelaide moving into the 21st century	Build more separated bike paths and many of those parks become unnecessary		No	Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)
Yes, as shown					The Franklin/ Flinders should have been kept instead of the dogleg. Other suggestions- all council decisions need to be based on science and facts, not some councillors opinions or the wishes of the people who hold their leashes	No	Work, Live, Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)
No, do something different	<p>Taking the bike path along Franklin Street seems counter intuitive. I make this statement on three main facts:</p> <p>1) It will likely create issues for the drop off and collection of students at St Mary's College - specifically placing moving cyclists between car parks and the foot path. Many parents have multiple children and need to be able to trust that they can safely walk from the car to the footpath without supervision whilst providing direct supervision to younger children. Bicycles are quiet and give little warning of approach to children moving from parked cars. Children likewise can step out in front of bicycles creating hazards.</p> <p>2) You are creating a two way cycle way in a one way street in Gawler Place. This stretch of Gawler Place is often frequented by homeless people due to its use by services such as Fred's Van and whilst not the case for all, many homeless people have substance abuse issues and bicycles on this stretch of the pathway would create hazards in this area.</p> <p>3) If a straight line approach was adapted along Grote Street there would be no interference with St Mary's main drop off area. No dog leg creating two way traffic in a one way street on Gawler Place.</p> <p>Linking the Adelaide University accommodation facilities on Grote Street to the Frome Street Bikeway and therefore directly to the University. Bicycle traffic direct to the Adelaide Central Markets driving an increase in business. Would utilise the existing bicycle lanes through Victoria square. Would place a direct link to Victoria Square - the traditional home of the Tour Down Under increasing safety during this event AND showcasing Adelades Bicycle services to the world.</p>	The fact that you don't yet know if it's legal yet suggests you don't take this option seriously. I don't mind if personally, it would address my concerns with regard to the bike lanes existing between car parks and the footpath at school zones.	The Grote to Wakefield route has less protruberances and would mean this design is less flawed	I have addressed my concerns above	I have addressed my concerns above	No	Work, Study
Yes, as shown		Not in favour. I worry about cars crossing the middle. I feel like they would be less likely to give way than the left side option.	Would prefer all on one street			No	Work, Shop
Yes, as shown	I have been a regular commuter cyclist for many years. In recent years I have ridden EW from Grenfell St to West Terrace and then south on the West Terrace shared use path. While there are bicycle lanes along the route I use there are inadequate as on many days I encounter vehicles stopped in the bike lane or encroaching on the bike lane as they drive past. Separated bike lanes are the way to go!			By and large the design allows for separated bike lanes without significant loss of parking. Adelaide is said to have more car parks per head of population than other capital cities - the loss of a few will not impact business, and if anything encouraging more pedestrian/cycling traffic has been shown to benefit businesses.	East/West along Franklin/Flinders St would be ideal, but that's not going to happen. The proposed route along Franklin / Wakefield Sts is the next best thing. Build it!	No	Work, Shop
No, do something different	The designs do not show how a safe drop off and pick up zone for students can co-exist with a bike path unless the bike path is built in the middle of the road.	This is an excellent design option that meets the needs of cyclists whilst preserving safe entry and exit to businesses. Less impact on parking.	It does not accommodate school drop off and pick up. It is not safe for our students or for cyclists.	There is nothing wrong with the layout, it just reduces available parking for the school at peak times. There is a little attention given to the need for deliveries to school or buses for camps and excursions.	no	No	Work
Yes, as shown		I think this will discourage cycling by less confident riders.	Build it!	I support it.	I support them.	No	Study, Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)
Yes, with minor changes	I hoped for something better than this route with a kink in the middle, but I'll take whatever poor offerings are available from ACC so I can cycle more safely. It took 15 minutes to find the design pdf on your web-site, not exactly drawing attention to it nor did you provide adequate time for community feedback.	It's a very bad idea likely to confuse cyclists and drivers alike. However Sydney also has considerably less traffic in the CBD, so it's nothing like Adelaide. Thankfully so, as Sydney CBD is now overdeveloped, sterile, ugly and lacking in green space and facilities for citizens.	Better than nothing. Flexiposts are asking for cyclist and pedestrian deaths and injuries - 'sorry mate, I didn't see you' as cars can run over them. I've seen 'pedestrian refuge' barriers of steel that have clearly been crushed by cars and these Flexiposts are no barrier at all. The temporary planter boxes are an unnecessary expense and a visual obstacle for pedestrians that need to cross a bikeway, you could just get on with planting the street trees.	I see no reason for there to be on-street parking for anything but commercial vehicles. Adelaide is dominated by parking garages. I have rarely, if ever, used on-street parking in Adelaide as the time limits are short and inflexible.	They are nothing to do with the bikeway and should not be included in bikeway funding.	No	Work, Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)
No, do something different	<p>As a cyclist who travels from Mile End to East Tce almost daily for work and leisure, using Henley Beach Rd - Currie St - Grenfell is by far the quickest, most prioritised (minimal stopping) route.</p> <p>The proximity to amenity, being Rundle Mall, Hindley St and Rundle St, restaurants & bars, offices, major services (Services SA), education facilities (TAFE, Uni SA) and minimal on-street parking that may need to be removed should be the obvious choice for a bikeway.</p> <p>Restaurants would enjoy further alfresco dining, patrons would enjoy not eating next to a parked car, cyclists would benefit from the increased safety in lighting and population at night time.</p> <p>The concrete strip in the middle of the road could even allow for a centred bike way if the road was too narrow to accommodate.</p> <p>While more intimidating to ride next to, I find buses and bus drivers can navigate cyclists much better than the everyday driver that is not professionally trained to look for hazards.</p> <p>I've had more almost accidents and road rage incidents with cars that were turning without looking and driving slowly in bike lanes looking for a park that the more cars are deterred away from Currie - Grenfell the better.</p> <p>Public transport commuters (both buses and taxi services), pedestrians and cyclists would be better off and would enjoy quicker travel times if cars were diverted to an alternative road - with priority light access for cars to get around the city quickly.</p> <p>Finally, the dog leg approach simply won't work. Why would a cyclist, trying to get to the other side of the city quickly wait at the Gawler place lights, to follow the route around to Wakefield st, instead of continuing onto Flinders St. Why would they travel further away from their destination (assuming they are trying to connect to the above listed places of interest and amenity) to only turn North at Frome St and travel back over the distance they have just cycled? In short they wouldn't. They (i) would continue straight onto the adjoining roads in both directions, as I currently do without issue.</p> <p>Cyclists have the convenience of going anywhere, they will find the most convenient route regardless of the infrastructure in place. If you want to keep cyclists on bike paths and off footpaths and roads, then you need to ensure the infrastructure is the most convenient for their journey. I don't believe the option proposed is anywhere near the most convenient.</p>	If this is in fact the safest option for cyclists, based on modelling, then I'm happy to see this option go ahead.			Cars do not look for cyclists in separated bike lanes before turning left, one ride on the Frome St bikeway will quickly have a cyclist realising they need to gauge what the slowing car is doing before continuing through an intersection. It needs to be clear which road user needs to be looking out for the other, either a reminder sign for cars or signage for bikes - whichever user the onus lies with.	No	Work, Shop, Study, Play (e.g. Leisure, Recreation, Entertainment, Dining)
No, do something different		This would be a better option than the one like Frome Rd has		I have an issue with the reduced parking along Wakefield St in particular near Christian Brothers College. This is going to cause major problems during school pick up and drop off. As I live near the showgrounds when I drop my son off for school it is on the southern side of Wakefield St in front of Calvary Care Office. I come down Hut St, turn down Angus St and go down the side street to Wakefield St and turn left and park in front of Calvary Care Office if there are parks available in the morning. The reason I park on the southern side is I can't turn right from Frome Rd onto Wakefield St during morning peak hour since the Bikeway was built on Frome Rd. If a similar Bikeway to Frome Rd was built on Wakefield St there would be nowhere to drop my son off safely for school as there would be no parks available if the numbers are reduced. I would have to stop in the middle of Wakefield St to let him out and that is very unsafe. A lot of carparks are taken up already by the time I drop my son off around 8:15am and when my wife picks him up around 3pm there are none available and she has to go around the block a few times before one does become available. Parking is already at a premium during the day along Wakefield St and if it was reduced you would be forcing people to park in other streets and in the case on the southern side it would be the side streets and even Angus St if there was any available there as well	Why does the Bikeway in the current design go up Gawler Place then along Wakefield St? Why can't it keep going straight along Flinders St?	No	Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)

<p>Yes, as shown</p>	<p>Why is the council now seeking further consultation in what appears to be an attempt to delay? The Frome Street bikeway has been proven to be safe and successful and E-W bikeway is designed from that model. Considerable time and resources have already been expended so why now ask for something different? Thank you for wasting time and resources and OUR money Mary Cousins.</p>	<p>RIDICULOUS! No city in the world that has a successfully integrated CBD transport system has a separated bikeway in the centre of the road. It will wreak havoc and will not be safe. REMEMBER THE FIRST ITERATION OF THE FROME ST BIKEWAY THAT AT CONSIDERABLE COST WAS CONSTRUCTED ONLY TO BE RIPPED UP AND REPLACED VERY SOON AFTER BEING BUILT???</p> <p>I made and work in the CBD and traverse Frome street daily and that first design was not safe as road users (both cyclists and motorists) did not understand how to navigate that bikeway safely in accordance with the road rules. I saw car v cyclist accidents and many near misses. The centre lane design will create the same havoc. Stop wasting time and money with ridiculous designs that will prove costly when it needs to be replaced in what appears to be a thinly veiled attempt to appease motorists by being seen to try and save a few car spaces. I am both a cyclist and a motorist btw.</p> <p>I do not feel this would be as safe and therefore not used as much by riders who are less confident when riding next to cars.</p> <p>Just look at world best practice in countries such as Netherlands, Denmark, Sweden etc. I never saw a centre cycleway when I lived there.</p> <p>Agree in principle - any bikeway is safer than cycling with cars. Would be interested to see in action (video of where it is used elsewhere) - concerns re where to get off when visiting businesses along the bikeway.</p> <p>I have ridden this type of bikeway in Barcelona and whilst it was different to what I was familiar with, it worked.</p>	<p>It is based on existing designs that have proved to be effective and safe. REMEMBER THE FIRST ITERATION OF FROME STREET. Stop wasting time with your petty factional fighting and get it done.</p>	<p>It is based on existing designs that have proved to be effective and safe. Stop wasting time and OUR money with your petty factional fighting and unnecessary delays. Stop prevaricating and get it done.</p>	<p>It is based on existing designs that have proved to be effective and safe. Stop wasting time and OUR money with your petty factional fighting and unnecessary delays. Stop prevaricating and get it done.</p>	<p>It is based on existing designs that have proved to be effective and safe. Stop wasting time and OUR money with your petty factional fighting and unnecessary delays. REMEMBER THE FIRST ITERATION OF FROME STREET. Stop prevaricating and get it done and do it right the first time with a PROVEN EFFECTIVE SAFE DESIGN I.E. CURRENT DESIGN.</p>	<p>Yes</p>	<p>Live, Work, Play (e.g. Leisure, Recreation, Entertainment, Dining), Shop</p>
<p>Yes, with minor changes</p>	<p>Why not use Frome St as the route to go from Wakefield to Franklin/Flinders Sts. Plus allow bikes to turn left on a red arrow, if safe to do so.</p>	<p>I do not feel this would be as safe and therefore not used as much by riders who are less confident when riding next to cars.</p> <p>Just look at world best practice in countries such as Netherlands, Denmark, Sweden etc. I never saw a centre cycleway when I lived there.</p>	<p>Have it like the Frome St design. No point reinventing the wheel</p>	<p>As long as car doors do not protrude the bike lane when opened.</p>	<p>none</p>	<p>There will be issues outside schools - CBC in particular - during the busy drop off and pick ups times. It is an issue already with cars stopping/slowing to park, or even stopping in the bike lane to make the drop off.</p>	<p>No</p>	<p>Work, Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)</p>
<p>Yes, as shown</p>	<p>Appreciate the higher safety proposed for cyclists commuting through the city.</p>	<p>Fully supportive of the design.</p>	<p>Fully supportive of the design.</p>	<p>More than enough parking in the proposed layout. There are many other options around the CBD and by encouraging safer cycling routes, this should alleviate the need for cars, thus lowering the required parking.</p>	<p>Fully supportive of the proposed improvements.</p>	<p>Would prefer to see a solid EAST-WEST bikeway on one street only, however understanding the constraints, this is a great alternative option.</p>	<p>No</p>	<p>Work, Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)</p>
<p>Yes, as shown</p>	<p>For consistency with the Frome St pathway, the new sections should be able to be easily recognised and navigated by cars and bikes using the experience that has already been achieved.</p>	<p>I have ridden this type of bikeway in Barcelona and whilst it was different to what I was familiar with, it worked.</p>				<p>It's good enough to move forward, rather than still be talking in 10 years.</p>	<p>No</p>	<p>Work, Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)</p>
<p>Yes, as shown</p>	<p>A connected bikeway from the west to the east of the CBD is long overdue. This is urgently needed to provide safety for current cyclists and invite more people to cycle through the city. Cycling has several benefits in terms of our health, social, economic and environmental sustainability and such a project will benefit all users of the city including the business owners.</p>						<p>No</p>	<p>Work, Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)</p>
<p>No, do something different</p>		<p>It works well in many college towns I lived in white in the USA. I doubt that Australian drivers are sophisticated enough to cope with it.</p>	<p>no</p>	<p>no</p>		<p>The route alignment with the dogleg is ludicrous. Is the Council really balking at the threat reported in the Tiser that some group of lawyers may sue if you remove council owned parking? May the gods help us if that is true. Make a straight east west bikeway. Parking we have per capita some ridiculously huge number of spots compared to every other capital city in the country. It is regrettable that the Council operates in such a mediocre manner that this is the best it could do.</p>	<p>No</p>	<p>Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)</p>
<p>No, do something different</p>	<p>I do not support the proposed design principle. I have observed several near misses (between bike riders and people exiting vehicles), where the bike lane is between a footpath and parked cars. Given that the proposed route is past several schools, where there will be child transportation, I believe this will result in injuries to persons. It is reasonable to foresee children exiting vehicles without due care.</p>	<p>A central bike lane is a more appropriate design, but requires sufficient width in the road. The width is present in Wakefield Street, but not on Franklin street.</p>	<p>No comment.</p>	<p>The proposal of cars parking parallel to the kerb along the western section of Franklin Street will severely limit parking capacity at the school at the end of Franklin Street (St Mary's). I have noticed extreme congestion at school pickup times. I have also noticed a large number of students being picked up by (presumably) grandparents, who have limited physical capacity to park on adjacent streets and walk to the school to collect their young grandchildren.</p>	<p>No comment.</p>	<p>While I commend the principle of improving bike accessibility and safety, I believe the proposed design and route will put peoples safety and health at risk - especially children. I believe the route selected is not logical for the following reasons: 1) The route diverts from one of the widest streets in the CBD, to one of the narrowest and most congested. Removing parking spaces will most likely result in parents' driving the block and illegally parking - negating the intended benefits from the proposal through creating traffic blocks and adding to the existing congestion and risk of accident. 2) Children will make poor decisions when exiting cars and/or crossing Franklin St (for example, being distracted by their phones). Should the proposal proceed, it will only be a matter of time before a child is struck by a bike rider or distracted motorist. I have observed children being directed by parents to quickly move to the footpath as soon as they exit their vehicles - children will not instinctively look out for bike riders. 3) Grandparents will be forced to park further and further from the school, resulting in children having to walk longer distances to their guardian's cars - increasing the chance of an accident occurring. Furthermore, older, more feeble grandparents may not be able to walk the longer distances resulting in them not being able to transport children to and from school. 4) According to the map provided, the western parklands bike lane directly connects to Grote street, which turns to Wakefield St and directly connects to the eastern bike path. This seems like the most rationale route. Why Franklin street was chosen is unclear - there is no rationale provided in the proposal.</p>	<p>No</p>	<p>Work, Play (e.g. Leisure, Recreation, Entertainment, Dining), Study, Shop</p>
<p>Yes, as shown</p>		<p>Frome Rd most valuable</p>				<p>Straight along Flinders St would have been a lot nearer.</p>	<p>No</p>	<p>Play (e.g. Leisure, Recreation, Entertainment, Dining)</p>
<p>Yes, as shown</p>		<p>The issue of making turns to the left or right would be problematic unless at a major intersection. Looks like once you're on it, you're on it to the end!</p>	<p>It's taken long enough!</p>	<p>Surely the idea would be to move cars OUT of the city to encourage more use of bus, tram, and bike. Fewer parking spaces would do that nicely. Drivers need to realise that their days should be numbered.</p>		<p>Use left turn arrows (red ones) for cars to allow straight ahead cyclists time to get ahead of cars. On Frome, too often cars try and turn left across the front of the cyclists if they aren't away the moment the light turns green.</p>	<p>No</p>	<p>Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)</p>
<p>No, do something different</p>	<p>It is very dangerous now with school traffic in front of St Mary's college. Adding a bike lane would be a huge mistake. Cars backing out constantly in the morning and afternoon drop off will cause so many problems. It would only be a matter of time before there is a serious if not fatal accident there</p>	<p>Do not do it!!!</p>	<p>Take it up to Pile then waymouth. Avoid Franklin street</p>				<p>No</p>	<p>Study</p>
<p>Yes, as shown</p>	<p>A good start - please do more of these. Adelaide is a great place for cycling - the city and surrounding area is flat and the weather is generally mild and warm. If the street designs were not so focused on cars! Ultimately cars take up too much space, cause too much congestion (and pollution) and make the city unfriendly for 'foot traffic' that are necessary for street level retail, hospitality and entertainment type businesses - the life of a city. With the right cycling infrastructure - safe and easy to use, cyclists very easily convert into foot traffic for businesses. person in a car is traveling fast and it's difficult for them to, on impulse, stop/park and visit a business. It's very easy for a person on a bicycle to stop and make an impulse visit to a business that caught their eye. And when moving around the city it's easy for a cyclist to quickly travel from one part to another where a person who has parked their car might be reluctant to try to move it or walk longer distances away from it to visit various businesses. People who do bring their cars would be better served by multi-story car park buildings - getting their vehicles out of the way of providing access and facilities at street level as discussed above.</p>	<p>I don't like centre of the street designs as they are harder to access and make it dangerous for more vulnerable / cautious cyclist as they will more often need to cross roads to access the bikeway.</p> <p>Also with street side facilities, a cyclist in a city context are easily able stop to visit shops, restaurants etc but in the middle of the road they are segregated from doing this therefore reducing one of the key advantages of riding in the city which is to increase 'foot traffic' to the various retailers/business in the city.</p>	<p>Please do this and more as soon as possible.</p>	<p>Every car not parking in the city makes space for at least 4 people on bikes to visit the city. So replacing car parks with well designed bicycle facilities that encourage people to visit the city by bicycle will ultimately allow more people to visit the city and make the streets more friendly for people moving around the city.</p>			<p>No</p>	<p>Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)</p>
<p>Yes, as shown</p>	<p>It is a great idea and will encourage people to commute to work by bike rather than car.</p>	<p>I really like the proposed design.</p>	<p>Great design. It's definitely a move in the right direction.</p>	<p>I work on Wakefield street and have no issues with the proposed parking layout.</p>	<p>Once again, this is a brilliant proposal and the greater safety for cyclists will only lead to less congestion on the road.</p> <p>Do more for the bikes. Some of the toolkits proposed - bus island, still have to narrow the bike lane. This is your chance to make a great wide dedicated bike path without compromises. The council website goes on about all the benefits of riding for the individual and the community. So lets do something about it and not half baked. Again, there are plenty of other roads cars can use if they cant wait behind a bus - better still they may get on their bikes.</p>	<p>No</p>	<p>Yes</p>	<p>Work, Live, Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)</p>
<p>No, do something different</p>	<p>The roads used should be grote st and wakefield. Why the dog leg?</p>	<p>Looks good, if it can work it would help issues with parked cars and driveways</p>	<p>I like the greening ideas. Need more of this. More for the cyclist, stop compromising the cycling lane for carparks, and bus islands. The bus can just stop further out and have cars wait behind.</p>	<p>Just get rid of all the parking. We are talking about one continuous street for bikes. There is plenty of other roads and parking cars can use.</p>		<p>Prioritise bikes first, then public transport and greening the streets. This is one street of the many that we can dedicate to the project. Lets make it worthwhile and something to be proud of.</p>	<p>No</p>	<p>Work, Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)</p>
<p>Yes, as shown</p>							<p>No</p>	<p>Work, Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)</p>
<p>No, do something different</p>	<p>make it E-W</p>	<p>I have used similar to these in Manhattan, NY and they work surprisingly well. So saying NY car drivers are very respectful unlike Adelaideans who seem to turn into psychopaths as soon as they get in a car. I have lived in North American. Europe make it truly E-W and Asia and Australian drivers rank the worst in respect for other road users. Needs cultural, legal and liability changes. I'd support this design - assuming there is no vehicle traffic turning across the bike lane involved. Would also require bike traffic lights to be installed as part of the design.</p>	<p>Other than provision for the disabled, I fail to see why Adelaide's streets all have to have on street parking - people can walk - it's good for their health. Many cities are pedestrianizing their streets (e.g. Paris) - why not Adelaide?</p>	<p>More trees please</p>		<p>I would not turn onto the Gasler Place dogleg - it would be dangerous and time consuming. Make it E-W as the name suggests. Wakefield is reasonably stable at present and crossing V/c St is ok. Just need to sort out Grote by the market - remove cars, move car park entrances (isn't this all about to be redeveloped?)</p>	<p>No</p>	<p>Work, Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)</p>
<p>Yes, as shown</p>	<p>Generally a big improvement on the current situation. Will there be traffic lights for cyclists at eye level?</p>	<p>It's a huge improvement over the current lanes.</p>		<p>The only good parking is no parking. So, it's a good compromise.</p>	<p>I don't support the proposal for the following reasons: - no supporting evidence of a cost benefits analysis ie community survey results showing there is a great demand for more bike riders in the city and that the benefits to this small group will outweigh serious child and others' safety risks and possible further traffic congestion. Where is the demand and evidence of this? - further limited parking spaces adding to the congestion at school pick up and drop off and parents not following appropriate signage increasing child safety risk - children get easily distracted by their peers and morning and afternoon rush to be expected to perceive oncoming bike traffic between descending from cars and approaching the footpath and vice versa. - no logical rationale for selecting Franklin st - this is not appropriate given a one lane road that is likely to get further congested and dangerous around city schools in peak times that is only surrounded by very narrow side streets that already do not have capacity to carry the extra traffic that will result in reduced parking spots on Franklin - as a parent I urge you to reconsider more appropriate routes that will not impact on child safety risk, create bottle necks and reduce parking capacity particularly around large populated city schools like CBC and st marys college. It's foreseeable that harm will come to a bike rider or child in the proposed design and it doesn't seem logical to implement this along streets that are heavily populated with children and accompanying caregivers who aren't always physically able to move quickly and avoid harm.</p>	<p>It's not the ideal alignment, but anything is a bonus over what we have now. It would be great to see more wide/paths throughout the parklands to entice cyclists off the not particularly great lanes on the arterial roads from the city.</p>	<p>No</p>	<p>Work, Study</p>
<p>No, do something different</p>	<p>I am sincerely and foremost concerned with child safety particularly on Wakefield st and Franklin at where CBC and st marys college are situated and believe this proposal will heighten the risk of children being harmed particularly as the bikeway crosses a number of city schools and is between a footpath and parked cars that are already congested and difficult for parents or grandparents doing pick ups and drop offs. I have seen lots of near miss accidents particularly at peak times.</p>	<p>There does not appear to be a rationale for the relocation of Franklin street being a one lane road to be appropriately accommodate this design.</p>	<p>No</p>				<p>No</p>	<p>Work, Study</p>

No, do something different	<p>The overall design is heavily compromised, likely because the design guidelines are based on inferior and often dangerous Australasian pedestrian, written by engineers and designers who lack the many decades of design experience that Dutch designers have (see the CROW manuals that are published in English for superior design principles). Flex-posts are extremely ugly and provide no safety benefits - cyclists in the USA have been killed when vehicles have simply driven over the flexposts. I strongly urge the council to avoid this design, lest someone be killed! There is also significant risk of conflict between drivers coming out of driveways/sidestreets who seem to be unaware that they must not stop over the bike way. This has already been a problem with the north-south bikeway and simply painting it green has not solved the problem. Some form of additional communication/education of drivers is needed to reduce this conflict. In European countries, the bike way is often raised and those small give way triangles are painted before the indicate that European motor vehicles should not block the bike way. Parking garages in particular, such as the one on Gawler Place is a source of significant conflict. The sharp angles around the outdoor dining (page 12) should also be avoided as they are an additional source of causing crashes. For example, disabled cyclists with wide tricycles could easily clip the kerbs trying to negotiate the turns. The bikeway needs to be of significant width (in most, but not all sections) to allow overtaking, for example for a cyclist to overtake a slow moving 80cm wide tricycle or cargo bikes.</p>	<p>It's a terrible idea that will cause many unexpected conflicts at intersections.</p>	<p>I don't understand why the council insists on such poor compromises such as the strange dogleg through Gawler place? I'd also suggest employing bikeway designers from overseas (Netherlands) who has decades of experience knowing what to do and isn't unsafe and what will maximise usage. Rather than Australian designers who have very little experience and seem to want to "re-invent" the design, using poor choices that have already shown to be problematic overseas.</p>	<p>120</p>	<p>The dog-leg from Flinders St to Wakefield Street is a poor design compromise that will significantly reduce usage of the bikeway. It will make the east-west journey significantly less convenient for cyclist having to stop at two extra signalised intersections, and many cyclists who are travelling from the south west, or plan on reaching a destination in the north of the city will have to travel south then north again, or vice versa.</p>	<p>No</p>	<p>Play (e.g. Leisure, Recreation, Entertainment, Dining), Shop, Study</p>	
Yes, as shown	No	Good	Okay	Ok	No	No	Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)	
Yes, as shown	Any separated bike way will be great.	Really like this idea as it doesn't take away as much of the road area. Issues with cyclists having to look both ways for cars turning across the path though	Build 2	City should have less parking		Yes	Live, Work, Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)	
No, do something different	<p>I believe you will not be able to safely and effectively control all the requirements at the many different venues along this proposed EV bikeway route. I speak as a teacher at St School drop off zones are dangerous places at the best of times - congested and filled with cars jostling for position. People are in a hurry and take risks. I can't see how you can combine this with peak hour bicycle traffic and not have accidents. Children often don't look; parents are busy; doors will be opened into oncoming cyclists; children will inevitably run across the bikeway. This will all be aggravated by the loss of existing drop off spaces/parks. This doesn't even begin to take into account the peak hour vehicle thru traffic. You would have to reduce the speed to 40 or even 20km/h KMH for all the stretches in front of schools to minimise the dangers of serious injury or death.</p>	<p>This could possibly work but once again I believe you would be looking at speed limit reductions. You may then have to consider how this might funnel more cars into parallel streets. I used to regularly cross Grote St at the pedestrian crossing in front of St Patrick's every day. Every teacher at St Mary's will tell you that they experience cars go through that red light at least once a week. I once crossed five lanes of traffic on a green walk signal only to be nearly killed by a council garbage truck cruising through the red light on the outside lane.</p>	<p>The deviations of the bike lanes around the kerb protruberances appear to be quite sharp and perhaps the corners could be made more rounded. A raised section may be used to slow cyclists down in these areas. No mention is made about provision of bicycle parking along the footpath areas to allow cyclists to fully segregate. It does not easily allow for faster cyclists to overtake slower cyclists, and cyclists with mechanical problems cannot easily pull over to the footpath to make repairs without blocking up the bike lane for other users.</p>	<p>If you are to have any hope of this working in pick up/drop off zones outside schools you will have to have a buffer between the parking and the bike lane wide enough for a car door to open and children to unload, otherwise they will be unloading students in the face of oncoming bike traffic. You also need to think through how these drop off zones will function with less parking and only parallel parking. Cars backing up to get out of parallel parks after dropping their children off will be extremely dangerous. Double parking will occur, compromising the danger.</p>	<p>If you are to have any hope of this working in pick up/drop off zones outside schools you will have to have a buffer between the parking and the bike lane wide enough for a car door to open and children to unload, otherwise they will be unloading students in the face of oncoming bike traffic. You also need to think through how these drop off zones will function with less parking and only parallel parking. Cars backing up to get out of parallel parks after dropping their children off will be extremely dangerous. Double parking will occur, compromising the danger.</p>	<p>Have you been down to each school during peak times and observed how things run?? Have you honestly evaluated the SAFETY issues associated with all of this??</p>	<p>No</p>	Work, Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)
Yes, with minor changes	<p>The green surface in the current design only is present where there is a point of conflict between cars and bikes. The green surface should extend for the entire length of the bikeway, to make visually clear that the area is for bikes only and not e.g. pedestrians, making a clear visual line for cyclists to follow. The bicycle turning areas are inadequate as they require crossing 2 or more lanes of traffic without protection from a signalised crossing. A better alternative would be provision and signage for hook turns at intersections so that cyclists do not need to cross lanes of traffic to turn right. Protective kerbs between the bike lane and vehicle lanes are appreciated, though they must be configured through each intersection and not be merged with a left turn lane, and are preferable to flex-posts or line markings as they provide a safe, sheltered barrier from motor vehicles.</p>	<p>The proposed City of Sydney design is not friendly to cyclists, as they can only enter or exit the cycleway at signalised intersections, making it difficult to pull off or onto the cycleway to engage with businesses along the route or to enter or exit a side street that is not at a signalised intersection. Cycling in a corridor with fast moving vehicles on either side is not a pleasant experience for cyclists, even if the route is fully segregated. It does not easily allow for faster cyclists to overtake slower cyclists, and cyclists with mechanical problems cannot easily pull over to the footpath to make repairs without blocking up the bike lane for other users.</p>	<p>The deviations of the bike lanes around the kerb protruberances appear to be quite sharp and perhaps the corners could be made more rounded. A raised section may be used to slow cyclists down in these areas. No mention is made about provision of bicycle parking along the footpath areas to allow cyclists to fully segregate. It does not easily allow for faster cyclists to overtake slower cyclists, and cyclists with mechanical problems cannot easily pull over to the footpath to make repairs without blocking up the bike lane for other users.</p>	<p>If an street parking is required, the kerb must be wide enough such that a car door can be opened without covering the bike lane. Some visual aid should be provided reminding car passengers to look before crossing the bike lane. Consideration should be given to adequate provision of bicycle parking in greater quantity along the route than on street parking.</p>	<p>Planter boxes when used should be placed between the cycleway and the street, and not between the cycleway and the footpath.</p>	<p>Provision and signage for hook turns should be given for the right turns between Franklin Street and Gawler Place, Wakefield Street and Gawler Place & Wakefield Street and Frome Street. Hook turns should have sheltered kerbs for cyclists to wait before making the turn. Lights should be signalised to allow immediate crossing around the hook by cyclists. Requiring cyclists to move across lanes of traffic without hook turns would be a major turn-off for new cyclists trying the route. Access to the route via a cycle route along Gawler Place from North Terrace would be fantastic (including a counterflow bike lane between Grenfell Street and Flinders Street and provision to cycle across Rundle Mall)</p>	<p>No</p>	Study, Work, Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)
Yes, as shown	not too keen on this as you have to cross a lane of traffic to get to the path	It looks good				No	Work, Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)	
Yes, as shown	I would fully support this bike way, in fact I am now further encouraged to cycle to work. I feel that I can travel safely to North Adelaide from the West but feel more vulnerable once in the city.				Yes please - more green space would be fabulous	No	Work, Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)	
No, do something different						No	Work, Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)	
Yes, as shown	It is essential to get an east west bikeway - I'd prefer it didn't crank at Gawler Place but rather ran a straight line	I think we should retain bikeways on left hand sides of the roads, Adelaide drivers have trouble as is let alone something like this	It seems a good design - anything to get cycling safer especially with the kids	parking comes second, there's too much parking in Adelaide anyway. Dikes and public transport should be supported	make sure there are clear delineations between cycle ways and pedestrians for mutual safety	No	Live, Work, Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining), Tourist	
Yes, as shown	Completely support it, as shown in Bikeway Design.	Turning only at signalized intersections is very limiting for bicycle users and will only result in cyclist frustrations.	The Frome St bikeway is working well and the design similar to this would be great.	No.	More trees the better.	No	Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)	
Yes, as shown	Design looks great.	Don't prefer this option as doesn't feel safe riding down the middle of traffic and turning off lane is restricted to intersections.	The Frome Street bikeway is excellent so using that as a guide would be the way to go.	I don't drive in the city, only cycle.	More trees and shrubs the better.	No	Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)	
Yes, as shown	Yes. Get rid of the dog leg please. Its just pandering to a noisy minority. Keep it going all the way down Flinders Street					No	Work, Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining), Business Owner	
Yes, as shown	A combination of vertical flexi posts and Physical green buffers would be ideal, as this is visible from most heights and angles	I'm unclear as to how cyclists safely exit the central bike lane	A balance of safety, access and greening is required, with ongoing and inclusive stakeholder engagement to foster the projects success	I believe car parking in cities will soon become uncommon and I hope Adelaide embraces more environmentally friendly options which will reduce the need for parking space and allow for other productive use of space.	A focus on greening is important, ensuring that it is appropriate to the current and future conditions and requirements. Selecting hardy species that offer shade and other ecosystem services with requiring minimal maintenance will be beneficial.	No	Work, Shop, Tourist	
Yes, as shown	Prefer Gawler Place change of alignment	N/A	Concept has merit where roads chosen have reasonable width	I would prefer less but understand the need	Keep them minimal	No	Play (e.g. Leisure, Recreation, Entertainment, Dining)	
Yes, with minor changes	Please do not use the option where the bikeway is in the middle of the road. I'm hoping that my children can use the bikeway to get to school/ Uni. That option isn't tested or safe.	Awful, as above don't do it. It's not safe, not tested.	Mostly I would just like it completed and think most of the design elements are good enough.	Generally fine but I'm not sure it will handle the volume of cars on school drop offs. For example at St Aloysius when kids are getting dropped off and picked up the current structure may not work. It would be the peak time for cycling and multiple children would be crossing the bikelane. Diverting the drop off stop to the next street south maybe a better solution.	No	Yes	Live, Business Owner, Work, Play (e.g. Leisure, Recreation, Entertainment, Dining), Shop	
Yes, with minor changes	Wakefield Street Bystops/queues to be on street side and separated bike path run behind/ to the left near footpath. Pedestrian and cyclists are far more compatible to share space. Buses and cars are also compatible to share space. Bus stopping areas should be on one lane of the street with one free lane for vehicles. Ending the bike lane to move buses off of the street defeats the purpose of a separated bike lane.	It would be impracticable in this situation. Cyclists will be looking to turn off at many locations along the path. This would require an excessive wait times at traffic lights and make cycling unviable to many.	We have so many more parks in the CBD compared with most Cities in the world. If this was an effective strategy we would have a thriving local economy, not struggling. The focus should be on allowing people unimpeded across the city, to businesses, schools, workplaces and destinations.	The more trees the better. Providing shade and shelter is vital in attracting people to spend time on a street.	No	No	Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)	
Yes, with minor changes	have vehicles crossing cycleway cross a threshold, ie raised surface or texture to clearly indicate they are the guest, give way in that circumstance	Do not support. A cycleway should encourage users of all ages and abilities. A centre cycleway will encourage fewer new users to give it a try. There is more than enough space on Adelaide's roads for one way on each side. Centre of the road makes it more difficult for users to access businesses on side of road. Two-way centre bike way will create dangerous situation with drivers turning across.	The City (and Council) needs to start taking cycling seriously and put its emphasis on everyday people cycling for all ages and abilities. A single route in each direction across the city is the most basic of provision when there are 5/10 options for driving. We need a real step-change with provision across these corridors and the city-centre. The alignment appears to funnel people cycling through some of the least active frontages where people might actually like to ride to destinations like workplaces, cafes, markets and places of social activity.	There is more than enough parking in the city-centre. Re-prioritising some of this space, in particular for on-street for the benefit of creating people friendly, space for walking, cycling, outdoor dining and greening would be highly beneficial.	No	No	Live, Work, Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining), Tourist	
Yes, with minor changes	Ending the bike lane to move buses off of the street defeats the purpose of a separated bike lane.	Having a bike lane in the middle of the street seems unsustainable. Cyclists will need to turn off at many locations. Being in the centre would mean longer commutes and excessive wait times at traffic lights	We have so many car parks in the CBD and it seems to discourage people from finding other more environmentally friendly modes of transport. The focus should be on allowing people unimpeded across the city, to businesses, schools, workplaces and recreational places.	Including lots of trees and native shrubs would reduce heat island effect whilst improving aesthetics, biodiversity and atmosphere.	No	No	Work, Study, Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)	
No, do something different	Disagree with dedicated bike lanes, particularly in high congestion areas such as St Mary's College. Suggest alternate streets with no schools					No	Study	
No, do something different	I'm a long term cyclist but also a business owner who has recently taken over a new lease at Wakefield Street. Our business is only one but we are an allied health clinic seeing multiple clients on an hourly basis. Disability Parking access nearby and vertical parking bays would cater not only for our business but many others along this section of Wakefield Street. I have some concerns about any loss of parking especially for the Christian Brother College opposite our business location and other businesses.	I really like that concept because it would most likely minimise existing losses of car parking. It also encourages people to use public transport or disability access to access the pedestrian walkway without having to negotiate a busy bike path between their parked vehicle and the sidewalk. I believe it also makes cyclists more visible to motorists and therefore safer for all.	See above comments. I think it's very difficult to satisfy both cyclists, local businesses and safety of everyone. I encourage that Adelaide Council do their best to minimise car parking losses in whichever design is chosen. That is the most important factor for me.	See above. I think it's unsafe for users in wheelchairs or with impairments. Distance to sidewalk is further and will cause a great deal of stress for some. The extra distance required to cross the cycle way will also be potentially dangerous in wet weather for slow moving people. The most important thing is that bikes can be used separate to the parking area. Centre of the road is preferable because it keeps everyone in their designated space, and no risk of getting hit with parked cars leaving. Also preserves disability access to the curb and with enough volume of parks to easily access the school and local businesses.	I like them	No	Work, Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining), Business Owner	
No, do something different	the proposed design does not sustainably accommodate disability access, nor does it satisfactorily accommodate enough parking for the school and local businesses.	This is a preferable option, to maintain the volume of parking and the relative ease of access for people with disabilities.	see point 2 response.	Anything to be green, aesthetically pleasing and safe.		No	Work	
No, do something different	I am a rehabilitation provided situated on Wakefield street opposite the old hospital. As with many other providers in this medical precinct, this often will impact our clients (often with disability access requirements) capacity to access our service. Both parking numbers and the works themselves will significantly affect the viability of this site. As many other businesses have, we are recovering from COVID and have recently committed to a 5 year lease in this location. We are a small business. This project will affect both our capacity to provide care, and our profitability viability.	Possibly a preferred option if existing perpendicular parking can be retained	Only in relation to the above concerns	Yes. As highlighted this poses a significant risk to the care of our patients, and therefore the business itself	See above	No	Work	
Yes, with minor changes	The bike park MUST continue straight on the road. Asking riders to turn off and on again is ridiculous				Remove parking and add this bike lane	No	Work, Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)	

Yes, as shown	Frome road is a fantastic example of a well-designed and excellent working bikeway for all stakeholders. A lot of thought has been put into the East-West bike path. My greatest concern for the design of the East and West bikeway is Wakefield street between Hutt street and Frome road (CBC drop off area and multiple bus stops). As there is already a median strip without trees, I believe this is a great area to use the Oxford street cycleway design.	My greatest concern for the design of the East and West bikeway is Wakefield street between Hutt street and Frome road (CBC drop off area and multiple bus stops). As there is already a median strip without trees, I believe this is a great area to use the Oxford street cycleway design. However, I do prefer the design along Frome road and believe this design should take precedence.	I love it! The easier we make it for cyclists and pedestrians the city becomes more livable, cleaner, and the occupants become healthier.	121 If Adelaide can attract more people on a bike, less people will need to drive into the city, this will mean less cars will be driving into the city and those who need to drive (over ride) will be able to find parking more easily. The on-peak/off-peak parking (as on Frome road) is a great way of managing the heavier traffic in the mornings and afternoons, yet still providing on-street parking for business hours.	Greening of the city is great. There are so many flow on benefits from greening the city (cooling, shading, mental health, local fauna, aesthetics, noise reduction, improved air quality, wind reduction, just to name a few) and providing safe bikeways and pathways for pedestrians only further improves this with the reduction of vehicles	I love seeing the bike try counter on Frome road, its a great way of showing how many people use the bikeway. It would be great to incorporate this counter along other bikeways.	Yes	Live, Work, Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)
Yes, as shown						I've discovered when using the north south bikeway that at traffic light intersections - cyclists and motorists alike don't know who should give way to who. I had an experience when I was cycling up to the intersection and wanted to go straight ahead and a car started to turn left at the exact same moment. An accident was avoided but both of us weren't sure who should give way to who. I think an education campaign for both cyclists and drivers to resolve this when the new bikeway is constructed and consideration of types of plantings at the approach to intersections so as not to obstruct the cyclist or drivers view. Apart from that I love the segregated bike lane and I can't come soon enough and if it is designed in a similar fashion to the north south bikeway it should be fine.	No	Play (e.g. Leisure, Recreation, Entertainment, Dining)
Yes, as shown						One thing that is a small niggle where I live, is that no breaks were put in the concrete gutters separating the bikeway from the traffic/parking, meaning that when we put out bins out they of necessity must sit in the bikeway. This causes a little friction between one of two bike riders and our bins. But no big deal, we just smile.	Yes	Live, Work, Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining), Tourist
Yes, as shown	I am so pleased it is about to begin	It looks great to me, same as the north south bikeway which I live happily next to	It looks great	Should be less cars in the city, so I am pleased	Just great	My concern is if running along Wakefield St and Franklin St right where 2 R-12 schools are located. Where 100's of children everyday are making their way in peak traffic times to and from these locations. On Franklin Street where St Marys College is located it has very little options of how and where children can be dropped off and collected from safely whilst limiting the impact on Franklin St traffic. I have seen too many near misses in and around the school for years. I hate to think what would happen with an increase in traffic in and around this area. I don't currently drive in and around St Marys College during peak traffic times to comment but I will be from now on just to see for myself but I would imagine it would be very similar to St Marys. As there are other roads within the city where no schools located I would be very interested as to whether any of these had been looked at or even considered. Or has just an easy route been the considering factor and we put child safety to the side.	Yes	Live, Work, Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)
Yes, with minor changes	I like the ideal concept of an East-West bike way. I do have my concerns with the proposed roads to be used since two R-12 schools are located on them.					Please consider the use of the total length of Flinders Street to provide a genuine East-West passageway	Yes	Live
Yes, with minor changes	The plan does not seem to address bike parking locations, either on the street or nearby.	Such only work in cities where motorists acknowledge the presence of cyclists and are prepared to share road space Present mentally Adelaide motorists would not give way to permit the transfer of cyclists from the centre of road to shops or business sites. Any attempt to impose a right of transfer would result in motorist hostility - which would be directed to cyclists.	It is a poor attempt to address the greedy need for car-parking. As such it enforces the attitude that cyclists are second class citizens.	Too much emphasis is placed on providing street parking in the city - there is already enough car-parking facility in the city.		This is a big step forward for Adelaide. Bicycle use is substantially growing. My concern is with buses. Maybe buses should be like Melbourne trams, where a stop sign appears when the bus is at a stop.	Yes	Live
No, do something different	When exiting carpark "Park on Franklin" vehicles have no other option but to go left and perform a U-Turn when wanting to head West down Adelaide is already difficult. (Especially since Benjamin Street was made one way) You always have high volumes of busses/coaches that access the bus terminal and having high volumes of cyclists on the same route would not work.	How will people complete U-Turns. It is already hard enough when exiting carpark to turn right and many already have to turn left and then complete a U-turn.	Use a quieter street - like a Wright or Carrington etc.	Loosing street parking is fine. Its the flow of traffic that is more important	Yes, people still park in parks during Clearway times and disrupt traffic.	Place on a quieter street that doesn't see as high volumes of traffic.	No	Work
Yes, with minor changes	I'm not convinced with approach in regard to bus stops and particularly crossing between the stop/bench area and the parked bus. My preferred approach is as per the image, on page 9 from Sunny Hills in Sydney where a bus can stop without blocking the bikeway. If this is not achieved, the bikeway will be no different to a regular bike lane, where some users will swing out into the traffic lane.	This creates difficulty in accessing the path. It is also irregular for both bicycle users and motorists in that the other user will be on the opposite side (i.e. a cyclist will be on the right side of a vehicle) which has the potential to create confusion when compared to other arrangements not only within the CoA, but across Adelaide.	In general, no. My only query is in regard to the treatment of Gawler Place (noting that this is currently restricted to northbound traffic only, where bike users will be required to travel south) and the intersection with Frome Road (in regard to access to/from the Frome bikeway).	A buffer zone should be provided between all parking and the bikeway to provide a safety buffer for doors and vehicle passengers.	Additional landscaping between the footpath and bikeway to delineate the two areas. This could also be provided between the bikeway and traffic lane in place of a painted buffer (further enhancing street amenity).	With regard to route alignment, I believe that it would be much more beneficial for the bikeway to continue along Flinders Street as Wakefield Street is a much higher-order road, with a larger number of bus stops. Improvements could be made to Wakefield Street to increase parking provisions and reduce spaces lost from Flinders Street. Regarding design, removal all protrusions as shown on page 13 (top right image). The bikeway should continue in a straight line rather than 'kink' around concrete intersection protrusions.	No	Work, Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)
No, do something different	I'm not keen on having a bike path installed where my customers would ordinarily park their car to grab a quick coffee or bite to eat. Also, this will make it extremely hard for deliveries. I appears you (the Council, Committee Members) have not considered the impacts this installation would have on small businesses, especially given the circumstances my industry is facing post covid...	For the sake of 1 hour in the morning, and 1 hour at night during peak times on Monday to Fridays, I don't see how this will benefit the consumer cyclist apart from the safety aspect. And this design is only attributed to a small portion of the city. The cost benefit analysis needs a great big rethink, and if it is envisaged that the benefit is to the cyclists/walkers then I think the Department involved in evaluating it should get a great big kick up the bum.	Don't do it. At least do it once Covid has settled down, and then you can think about ruining businesses again once this is installed. But don't do it. It's simple. Don't do it.	yes, don't do it... Not yet...	Again, don't do it...	Think you need to rethink this...	Yes	Work
Yes, with minor changes	Considering we have the Christian Brothers College school pick up and drop off in Wakefield Street by putting in a bicycle lane in the front of the school there would be even more traffic congestion at these times. Would it be feasible to put the bike lane continuing along Flinders Street to Hutt Street then a right turn into Hutt and a left turn to Wakefield Road. This would also be safer for the cyclists as the Frome Street, Flinders Street traffic lights are much busier than the Hutt Street Flinders Street intersection. This way the neighbours living in the east around the Christian Brothers College will not be so affected by the traffic and also it is a safer pathway for the cyclists. Many Thanks					Considering we have the Christian Brothers College school pick up and drop off in Wakefield Street by putting in a bicycle lane in the front of the school there would be even more traffic congestion at these times. Would it be feasible to put the bike lane continuing along Flinders Street to Hutt Street then a right turn into Hutt and a left turn to Wakefield Road. This would also be safer for the cyclists as the Frome Street, Flinders Street traffic lights are much busier than the Hutt Street Flinders Street intersection. This way the neighbours living in the east around the Christian Brothers College will not be so affected by the traffic and also it is a safer pathway for the cyclists. Many Thanks	Yes	Live, Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining), Work
Yes, as shown	Great initiative - very supportive	Can't quite visualise but needs to be clearly separated physically from traffic in a similar way as the north south lane. Cycling can't feel stressful or unsafe if we want uptake.	You are asking for feedback on the wrong route - it should be Flinders - Franklin. I ride Flinders Street each day to and from work, and to suggest Wakefield Street, though wide, is the solution via hook turns up Gawler Place and back again is just incomprehensible (given emergency vehicles, buses, traffic, vehicle speeds, existing one-way etc). Bike routes need to be direct, efficient, safe and logical - what has been proposed only partially meets these "tests".	Parking cannot be the priority on the east-west bike route - the bike path needs to be separated, clearly delineated and wide enough to be meaningful so it attracts new riders, particularly those who give cycling a go but don't, because it is perceived as unsafe (as those who regularly ride on-road into the city now, accept the risk).	Slower (less) traffic, more shade, better surfaces.	See my answer to question 4. There's a great opportunity to do something fantastic here and lead the way, otherwise the moment will be squandered on half-baked compromise.	No	Work, Shop
Yes, as shown	I will defer to the technical and design experts like Dr. Jennifer Bonham - they know the issues, have travelled widely and get it. Council would do well to seek her input.	I don't see that as a viable idea in terms of safety of access to and from a central bikeway, but I don't know enough about or have experience of such a system to comment.				The city is currently seeing hundreds, if not more than a thousand new car parking spaces, under construction (underground car park on North Terrace, various apartment and office developments such as the council's central market development). Given this preferential treatment for cars, the bikeway design should prioritize cyclist and pedestrian safety and convenience. The route selection is not particularly good. It should be closer to main transportation, office, entertainment, and education offerings on the North side of the CBD. Also, the eastern connection down Wakefield street is problematic at the end, as it sends cyclist directly to the Britannia roundabout, which is even for very experienced cyclists an absolute terror and literally life-threatening to cross (so alternative crossings of Dequetteville Terrace / Fullarton Road need to be better built, marked, connected, and signed). A general comment on route selection. There is that joke, where a man stands at night under a lampost and searches for something on the ground. Another comes by and asks what he is looking for. The first answers that he lost his keys, so the other asks whether he is sure that he lost them there. The first says that no, he lost them over there. So the second asks: So why do you search here and not there? "Well, because that is where the light is..." It seems not to be designed for where the biggest use and impact on cyclist safety and convenience as well as environmental benefits would be, but where it is politically convenient without seemingly much regard for cycling residents.	No	Live, Work, Play (e.g. Leisure, Recreation, Entertainment, Dining), Shop
Yes, as shown	The main importance is to separate bikes from car traffic, in particular also have car parking linked to the road and NOT cross the bike lane (as that increases danger and creates large potential for accidents and causes the increased safety and confidence from a separate bikeway to significantly be reduced)	The main problems is how to get on this bikeway and off again. Might work if there are king stretches of road, but with frequent stops and intersections this causes problems.	From daily commuting experience, the Frome street design works well enough to be used for the East-West bikeway. Bus Stop islands are strongly favoured, especially if the bike path is behind the bus stop (and not between stop and street).	The proposed parking between bike path and street works well and increases safety substantially. Given the large number of future parking spaces currently under construction in the city, the safety of cyclists and pedestrians should be given priority.	Selection of trees and plants should be with consideration for how leaves fall so as to avoid danger for cyclists from wet leaves.		No	Live, Work, Play (e.g. Leisure, Recreation, Entertainment, Dining), Shop
Yes, as shown	Prefer Flinders St to Wakefield St. It's a narrower, slower speed environment that is well suited to mixed transport modes, and well connected to the eastern parklands. Wakefield St is a wide, arterial, car-oriented road that leads directly to the busiest roundabout to the city.	I prefer riding next to the footpath, as being in the centre of the road makes me feel like I am surrounded by cars, and far less safe.	As above, I would like to see Flinders over Wakefield.			As above, I would like to see Flinders over Wakefield.	No	Work, Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining), Shop
Yes, as shown	Yes, and I think many of the previous objections should have better understood them before they complained about the proposition	It's a silly concept that won't help businesses be too dangerous for users to easily access the footpath at desired stops. I haven't ever seen this design work unsuccessfully anywhere	Separating cars and cyclists in always desired and the design maximises this. I thought that the comments by a councillor in the debate that the city streets weren't designed for bicycles was ludicrous and demonstrated how uninformed some of our elected members are.	The negative comments from objectors about loss of spaces has been over emphasised and given too much weight in the council debate without enough focus on the positive benefit associated with attracting greater numbers of cyclists. Lost spaces can be offset by reducing the number of cars in the city.	Some of the motor cycle spaces could be moved into the side streets to in place of some of those for cars proposed to be lost	My preference was to keep the original alignment and was disappointed that a few businesses had so much influence that was far out of proportion with the numbers. I feel that objectors were misinformed and didn't understand the design principles and benefits to businesses.	Yes	Live, Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)
Yes, as shown	As a city resident and worker I support the development of cycling infrastructure.	Separated bikeways are a good way of helping cyclists feel safe. Having them can encourage feeding cyclists. More separated bikeways could lead to more children riding to school. This would decrease traffic congestion.	No	No	I support them.	No, just to say keep going with improving cycling infrastructure. I ride my bike often and when the infrastructure is good it makes a huge difference. Also, as the mother of a teenager who cycles to school, I am pleased that cycling safety is being prioritised. Encouraging children and teenagers to ride has mental health and fitness benefits, so investing in making cycling a safe option can have lots of benefits. Thanks for your hard work.	Yes	Live, Work, Play (e.g. Leisure, Recreation, Entertainment, Dining), Shop
No, do something different	It is hard to see from the drawing how this will impact on business and parking for customers at Franklin Street.	It seems to make more sense to use this approach as there is already a wide unimpeded area in the middle of the road (at least from West Toe - King William).	Happy for the inclusion of a bike path such as this through the city, but with the traffic congestion already on Franklin Street the peak times I would've assumed a different street to be used (Wright Street or Stuart Street).	As a business owner, I am unable to determine from the images provided what this means for our customer and accommodation guests. Will there still be room out the door for taxis and ubers to collect? We would appreciate more clarity (as you have provided) for the Benjamin when how this will DIRECTLY affect our business.	Removing parking will ruin businesses, jobs and accessibility	Franklin Street already has a heavy traffic flow and very few car parking spaces available, to take away more is going to impact significantly on our business. As a cyclist, if I were looking to go through the city I would use the pre-existing bike lane on Stuart street.	Yes	Work, Play (e.g. Leisure, Recreation, Entertainment, Dining), Business Owner, Shop
No, do something different	Poor design that removes too much parking and constricts traffic flow	It mitigates parking loss then yes. It's a no-brainer	It is ugly and dangerous	Removing parking will ruin businesses, jobs and accessibility	Putting in some cheap pot plants won't cut it	The dog leg is silly. Where did this idea come from? Certainly not the public!	Yes	Live, Work, Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)

<p>Yes, with minor changes</p> <p>I would seek to include some more safety/ bike route for the whole of Franklin Street including between Gawler place and Port Street. I cycle down there to my work at SHINEA Hyde street, and it can get a bit hairy cycling near to cars on Franklin Street...</p>	<p>Sounds like a good idea to me.</p>	<p>Less parked cars sideways to bikes the better. I fear a driver opening a car door and not being able to stop in time, hitting an open car door.</p>		<p>Please keep improving cyclist experience! I have been cycling into the city 3 per week from Henley beach for 12 months now and it has markedly improved my blood pressure and mental health. Plus one less car in the city. Also promoted to colleagues now 5 in my work place cycling.</p> <p>Anything to move bikes away from cars would help.</p> <p>Also slightly shorter lights at crossings of park way and Port road would shorten my commute.</p>	<p>No</p>	<p>Work, Study, Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)</p>
<p>Yes, with minor changes</p> <p>Bicycle turning areas should be larger to allow groups to wait and turn safely without impeding the bike lane. Clear separation should be provided between the bikeway and the footpath such that pedestrians do not walk in the bikeway as often happens on Frome St.</p>	<p>Entry and exit points at arbitrary locations must be well incorporated to prevent impediment of bike flow if a bike is waiting to turn/exit the bikeway. I believe that cars should be prohibited from turning except on a green arrow or not at all, to prevent accidents from cars turning across bikes due to not seeing the smaller silhouette of a bike vs a car in an unexpected location (middle of the road). Broadly the design is good, and provides good separation between bikes, pedestrians and cars.</p>	<p>Provided above</p>	<p>There should be a large (at least car door width + 50%) buffer zone between the parking area and the bikeway itself, to prevent passengers exiting the car straight into the path of a bike. This is of particular importance as drivers/passengers often do not expect bikes to appear on their left. I have experienced passengers exiting the car into my path on the Port Adelaide bikeway, on Hart St between Carlisle St and Swan Terrace. Signage could assist, indicating that bikes use the path to their left, and passengers should be aware when exiting the vehicle.</p>	<p>More greening is always appreciated, to reduce the summer peak temperatures. Care should be made that parking is not removed next to greened buffer zones to prevent vegetation being squashed. It, and so less people crossing the bikeway during peak commuting periods. The city should not prioritise a small amount of parking over safe and convenient bikeways; the city should be for pedestrians and bicycles, with no expectation that people are able to park right outside their venue. We are one of the only major cities in Australia in which there is an expectation that a park can be found right outside the building.</p>	<p>No</p>	<p>Work, Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)</p>
<p>Yes, as shown</p> <p>Ease of access to Franklin Street from the west side of West terrace needs to be ensured</p>	<p>I'm concerned about difficulty of getting to the middle of the road at beginning and end of each of your journeys.</p>	<p>Looks good. A general comment is the need for cyclists turning right at intersections to get used to being in the middle of the road. I do feel very exposed and we (cyclists) need to be able to accelerate quickly enough from stationary so as not to annoy motorists also turning right.</p>	<p>Looks doable.</p>	<p>Commendable.</p>	<p>No</p>	<p>Play (e.g. Leisure, Recreation, Entertainment, Dining)</p>
<p>Yes, with minor changes</p> <p>I love riding my bike into the city, and do it roughly 5 times a week. I ride for work, for shopping and for social catch ups. The East-West bikeway is long overdue and will make our city safer and easier for bikes to use (a good thing for reducing traffic/pollution and increasing health). However, I don't think there should be a "kink" in the middle through Gawler place.</p>	<p>Not so sure about the City of Sydney, but the City of Adelaide design should be straightforward and encouraging more people to ride their bikes to and from the city.</p>	<p>As mentioned, the design should not go "kink" down Gawler Place. Instead it should be straight down one street. Otherwise bike won't use one half - why would they turn down Gawler when they could go straight ahead??? This means you will split the users on the entirety of the two East to West streets, Franklin and Wakefield.</p>	<p>I believe that there should be a reduction in car parking in the city anyway, to encourage more people to ride bikes or use public transport - especially those who work in the city. This would mean greater parking on the edges of the city and more bike ways. Parking in the city should more so be for those who have a disability, or short term parking. E.g 1-2 hours.</p> <p>When designing bikeways alongside parking it is really important to remember how visibility of bikes and also how doors are opened into bikeways. This will considerably cut down the amount of available parking in our street which include a College and many other premises. We cannot afford to lose the current 10 minute loading zone out the front of our establishment due to the amount of use it gets for taxis, couriers, Doctors and moving vans.</p>	<p>Please reconsider the turn down Gawler Place! I think this will be a waste of money, and ruin the concept of a bikeway that will draw more bikers heading East or West to use it.</p>	<p>No</p>	<p>Work, Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)</p>
<p>No, do something different</p> <p>This is an extremely busy road used by emergency services, trucks and school traffic. We consult with many elderly, sick and disabled patients who would find this extremely hard to park and deal with busier traffic situations.</p>	<p>I have not seen the Sydney design</p>	<p>Could the bikes go down the centre of the road and not interfere with current lanes and parking?</p>	<p>I would hate to see established trees removed.</p>	<p>Could we make it along a more southern road such as Halifax and Sturt street which does not get the traffic load of this road.</p>	<p>No</p>	<p>Work</p>
<p>No, do something different</p> <p>The parking situation in the bottom end of Franklin Street is already a major problem. With St Marys School & the Church there is insufficient parking now. At school pick up time there are cars parked all over the place as well as when there is a function at the church. To remove so many parking spaces goes to show that you do not understand what the residents & users of the City of Adelaide really want.</p>	<p>This idea looks dangerous in a multi lane road, getting people to accept the old left sided bike lanes is difficult enough.</p>	<p>See above.</p>	<p>Ridiculous</p>	<p>The design layout does not make it clear which is preferred.</p>	<p>No</p>	<p>Work</p>
<p>No, do something different</p> <p>There are already established bike lanes along this route. As a cyclist who commutes to work - this is not the place where bike safety needs work. The area between North Terrace and Rundle along Frome is by far the most dangerous stretch in the CBD, and yet lane closure to support construction have been approved for years. This requires far more attention.</p>	<p>Yes. My comments are This design was not proposed by the City of Sydney. It was proposed by an elected representative, just prior to the Engagement Pack being released.</p>	<p>The design layout does not make it clear which is preferred.</p>	<p>I suspect these will lead to increase congestion of cars, in turn leading to further angst against cyclists - perhaps needs better integration</p>	<p>Don't do this. Use the money to fix Frome road bikeway, the path from the Zoo to North Terrace on the east side is riddled with potholes and bumps, only being made worse by the never ending construction work along this stretch.</p>	<p>Yes</p>	<p>Live, Work, Study, Play (e.g. Leisure, Recreation, Entertainment, Dining), Shop</p>
<p>Yes, with minor changes</p> <p>The minor change I suggest is to have a kerbside bike lanes in Flinders Street. To include a dog leg in this city with the widest streets, modest traffic volumes and only 40-70% parking capacity uses in on street parking is ridiculous. If built, many riders will choose not to take the dog leg in a cross city ride, thereby compromising safety. They'll continue straight on (just as they do when driving). Many drivers will resent riders not staying within the bikeway provided, so that tension between people who drive and people who ride will be exacerbated. This is already a significant issue in Adelaide. Those riders who stay with the dog leg bikeway will have slower journeys in some cases, as they negotiate unnecessary turns. Many people who ride will be deterred facing traffic in Gawler Dog Leg Place. To design a bikeway which is required by the city Strategic Plan, and to respond to pressure from a business to divert the straight through bikeway into a dog leg, displays a lack of leadership by staff who won't provide frank and fearless advice to elected representatives and by elected representatives who then take on design influence from non-experts and for which they are not qualified. This compromised dog leg design will mean some lesser return on the investment, that is the business case is diminished. There is also reputational damage to the City of Adelaide, where MV traffic dominates and MV traffic has the straight line shortest route option just about everywhere. Where there is only one separated east-west bikeway, people who ride, must negotiate a dog leg if they are to stay safe. This design will I fear not optimise the number of people who choose to leave their car at home and ride. The health and the congestion busting benefits will be diminished, and CO2 emissions will not decline as much.</p>	<p>This Oxford Street design was never available for examining and questioning at Council Committee meeting nor did I ever inform debate and voting on motions in Council. Due process was avoided. One elected representative had privileged influence when other elected representatives lacked the opportunity to submit their favourite proposals for public consideration.</p> <p>In the engagement pack the proposal lacks a rationale and lacks translation designs for Flinders Street or anywhere in Adelaide.</p> <p>I feel aggrieved needing to comment in the hope that my comment will contribute to this design being rejected outright. Being in the centre of the street means people riding lack convenient access to shops and offices along the street. Some may attempt to dangerously cross from the centre lane to a coffee stop or work place mid-block. A centre-lane bikeway Motor vehicle speeds along the street should be limited to 40kph, so that all road users are safer along the bike way.</p> <p>A centre-lane bikeway does not increase the distance between pedestrians and motor vehicles as does a kerb side bikeway. Proximity remains the same as now. Pedestrians are close to vehicle noise and close to engine pollution. So this design will I fear not optimise the number of people who choose to leave their car at home and ride. The health and the congestion busting benefits will be diminished, and CO2 emissions will not decline as much.</p> <p>A centre-lane bikeway will still take up space. There is no benefit to saving parking.</p> <p>A centre lane bikeway will not facilitate kerb side greening which will benefit pedestrians residents and businesses, making the street more accessible</p>	<p>The bikeway should not have less than 2.5m at any stage. Where there are protrusions, these should be worked back to allow 2.5m. People who ride bikes have varied capacity and experience, and therefore travel at different speeds, unlike motor vehicles which all have the capacity and the expectation to travel at the posted speed. Overtaking must be possible for cyclists, even if it is mostly only done when cyclists congregate at red lights.</p> <p>It is hoped that a safe separated bikeway will attract riders 5-80 years. There are schools in the vicinity and so the separated infrastructure should be linked safely to schools.</p> <p>Ensure that there is sufficient buffer between parked vehicles and the bikeway so that people on bikes are not 'doored' as they ride past an opening door.</p> <p>Flinders is pretty barren (as is Wakefield). Please get as much green in these streets to mitigate the heat island effect, and increase the attractiveness and liveability. Quiet, cooler green streets attract pedestrians, cyclists and others to stay in the street longer. Such streets encourage development, thus enhancing the economy of the city.</p> <p>There should be a continuous shade canopy over pedestrians and cyclists so that the street becomes more attractive to all users, encourages residential development into the street side economy grows.</p>	<p>The 2020 2021 Strategic Plan Key Action: 1.08 Implement City Access projects (walking, cycling and public transport) in partnership with the State Government, including the North-South and East-West city bikeways (page 10)</p> <p>The current elected representatives have had access to staff briefings, been issued with detailed, researched staff reports, and had extensive documentation prepared for workshops. They have had access to all the documentation provided to the previous elected representatives including the detailed \$100 000+ Huss Report prepared in relation to Frome Street. They have had many discussions in Committee/workshops and further debates in Council.</p> <p>In short, our elected representatives have undertaken a crash course in better understanding how the city works and how it could work with a different mobility mix. They have listened to deputations on the subject of bikeways by experts with relevant knowledge.</p> <p>The last line of the Engagement Pack states 'If approved bikeway construction commences' I'm so disheartened that with all the learning that's gone on and the years of design work undertaken by staff, the decision appears to have been handed over to a small group of people who know nothing of the strategic plan and who have not had privileged access to a whole lot of expert generated information and discussion. A small number of business owners have been given the power to derail this project.</p> <p>After years of careful consideration and organised resistance, JUST GET ON WITH IT. What is a Strategic Plan if it can be knocked over in a consultation with non-experts? Here it is. Just do it!</p> <p>Strategic Plan Key Action: 1.08 Implement City Access projects (walking, cycling and public transport) in partnership with the State Government, including the North-South and East-West city bikeways (page 10)</p>	<p>Yes</p>	<p>Live, Work, Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining), Business Owner</p>	
<p>No, do something different</p> <p>This will cause a danger for the school children and bikers alike. I work on Frome Road and the bike riders have no patience for the pedestrians at that bike way. Imagine what it will be like with little children everywhere and I have had my car hit by a biker there.</p>	<p>This would be a slightly better option near the school.</p>	<p>It will cause further congestion and lack of parking for the area.</p>	<p>not practicable for the area.</p>	<p>nil</p>	<p>No</p>	<p>Work, Play (e.g. Leisure, Recreation, Entertainment, Dining), Study</p>
<p>No, do something different</p> <p>Wakefield Street is already a safe bicycle route. By separating the bike lane, left turning cars have no awareness that a lane exists. The Frome Road bikeway continues to make bicyclists invisible to left turning cars. Unless the bikeway is traffic light signalled S E P A R A T E L Y from the car traffic, then the regular near collisions on the Frome Road bikeways will be repeated on the new project.</p>	<p>I attend Pilgrim Uniting Church on Sundays and I and my wife visit several times per week. On Sunday in particular there is demand for parking including on the street, and I would like some assurance that there will be enough parking on Sundays. There are two other church groups on Flinders on Sunday afternoon. I observe that there is considerable competition for parking on Sundays, probably from shoppers. I would like some assurance that parking demand will be met.</p>	<p>Please don't do any toolkit 1. It needs to be a dedicated proper bike path with a concrete buffer. Toolkit 3 is only good if it is like the design shown in the photo from Surry Hills in Sydney where the actual bus stop is on the road side of the bike path.</p>	<p>I live in the U-City building. If peak hour parking is stopped, then there will be a need for additional disability/ambulance parking in Pitt Street</p>	<p>Improved greening will be good</p>	<p>No</p>	<p>Shop, Study</p>
<p>Yes, with minor changes</p> <p>The Sydney plan may be better.</p>	<p>The design approach provides advantages of better separation from parked vehicles, garbage enclosures, loading zones, etc. Need to understand how bikes get to and from the central lanes at the ends of the building, without obstructing other road users. Also, the approach appears to prevent the use of pedestrian islands at mid-block crossing points.</p>	<p>I live in the U-City building. If peak hour parking is stopped, then there will be a need for additional disability/ambulance parking in Pitt Street</p>	<p>Improved greening will be good</p>	<p>If the Sydney approach is used, would this allow the route to be simplified by using Franklin and Flinders streets alone, or Grole and Wakefield streets alone, and avoiding the complications of right turns into Gawler Place to get from Flinders to Wakefield?</p>	<p>Yes</p>	<p>Live, Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)</p>
<p>Yes, as shown</p> <p>Great. I've found drivers who historically opposed such lanes now tend to not oppose, don't even notice after a while. Good work.</p>	<p>I think being further away from the footpath is not something that is encouraging for less confident riders</p>	<p>Parking is fine as shown.</p>	<p>Good</p>	<p>Adding more greenery is always good.</p>	<p>Yes</p>	<p>Live, Work, Study, Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining), Business Owner</p>
<p>Yes, with minor changes</p> <p>Make the green sections where cars can turn through the bike lane more obvious for cars turning into it. Toolkit 1 is terrible. Toolkit 2 and 3 look pretty good.</p>	<p>I think being further away from the footpath is not something that is encouraging for less confident riders</p>	<p>Parking is fine as shown.</p>	<p>Adding more greenery is always good.</p>	<p>Route design is not good. If it is an east-west Bikeway it should not have a kink in it at Gawler place. Wakefield is one of the main bus route roads while Flinders isn't so it should just go across Flinders the whole way which is safer and more direct. It can easily be connected with a path at the east end of it wherever it needs to go. If it has a kink in the middle of it then people will continue to plow ahead like it wasn't there which defeats the purpose of having it.</p>	<p>No</p>	<p>Study, Shop</p>
<p>Yes, as shown</p> <p>We operate a business in Gawler Place which will be directly affected by this proposal. We are already limited in terms of the number of carpark spaces available to our customers and find it very difficult to obtain inventory from our suppliers due to the increased congestion in close proximity to our store.</p>	<p>Adelaide is a city that can easily support the inclusion of more cycling infrastructure but car drivers won't give up space or adapt to road changes like we already do to allow more cyclists in. Sadly our politicians let the drivers retain their supremacy on the roads rather than risk losing popularity even though it's ethically the right thing to do</p>	<p>Adelaide has come a long way in enabling transport options other than cars; bikes scooters and walking. This is a really important opportunity and is well overdue but please get it right and don't make cyclists make unnecessary turns in traffic and expose them to greater risk.</p>	<p>There is already limited parking available in Gawler Place. Any further reduction will be very detrimental to our daily business operations.</p>	<p>Yes</p>	<p>Yes</p>	<p>Work, Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining), Business Owner</p>
<p>Yes, with minor changes</p> <p>The cross over from Franklin to Wakefield St seems ridiculous and adds an unnecessary risk that will reduce the safety of the proposed bike. Council will be ridiculed for building a bike path with reduced safety because of the crossover</p>	<p>Adelaide is a city that can easily support the inclusion of more cycling infrastructure but car drivers won't give up space or adapt to road changes like we already do to allow more cyclists in. Sadly our politicians let the drivers retain their supremacy on the roads rather than risk losing popularity even though it's ethically the right thing to do</p>	<p>Adelaide has come a long way in enabling transport options other than cars; bikes scooters and walking. This is a really important opportunity and is well overdue but please get it right and don't make cyclists make unnecessary turns in traffic and expose them to greater risk.</p>	<p>More people cycling is a step towards easing the need for carparking in the city. You can't make the city more bike friendly without stepping on the toes of a few drivers. You can't reduce CO2 emissions without getting people out driving fossil fuelled vehicles. You can't create more active and healthy communities if people continue to drive and park everywhere instead of walking and cycling.</p>	<p>I have recently suffered an accident whilst cycling in our great city. I was travelled too close to me and clipped my bike. It's incumbent upon our planners and politicians to design and create the safest possible infrastructure for our communities. We should base our designs on the safest solutions for the most vulnerable first. Putting a doge leg into the proposed bike way seems an unnecessary inclusion of a danger point.</p>	<p>Yes</p>	<p>Live, Work, Study, Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)</p>
<p>No, do something different</p> <p>I have concerns regarding the proposed path due to current congestion and use of space, particularly at West Toe/Franklin St with the schools in the vicinity and the traffic.</p>	<p>It should be straight. There should also be a 'green wave' for the traffic lights so that cyclists don't have to continually stop and start as in the Frome Road bikeway.</p>	<p>It should be straight. There should also be a 'green wave' for the traffic lights so that cyclists don't have to continually stop and start as in the Frome Road bikeway.</p>	<p>Yes</p>	<p>No</p>	<p>No</p>	<p>Work, Study, Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)</p>
<p>Yes, with minor changes</p> <p>Just get it done. It has taken years. Other cities are taking over from Adelaide in being bike friendly.</p>	<p>It should be straight. There should also be a 'green wave' for the traffic lights so that cyclists don't have to continually stop and start as in the Frome Road bikeway.</p>	<p>It should be straight. There should also be a 'green wave' for the traffic lights so that cyclists don't have to continually stop and start as in the Frome Road bikeway.</p>	<p>Yes</p>	<p>Yes</p>	<p>Yes</p>	<p>Work</p>

<p>No, do something different</p> <p>My concern relates to the area around St Mary's College. The proposal completely fails to take into account any other user of the road other than the cyclists. It does not make full and safe provision for the other users of the road space including children pedestrians. It does not take into account the needs of the College and thus the proposal creates serious safety issues (including huge traffic jamming congestion) in this area.</p>	<p>I am particularly concerned about the area in the vicinity of St Mary's College. The following issues need to be accommodated for the centre street two-way bikeway to work:</p> <ol style="list-style-type: none"> 1. Ensure safety for students and pedestrians in the vicinity of the school and particularly at drop off and pick up times when the street becomes very congested with vehicle and foot traffic; 2. Maintaining the pedestrian crossing on Franklin St outside St Mary's College giving pedestrians the right of way (including young children crossing the road on their own) to safely cross the road; 3. Maintaining the same level of parking on Franklin St in the vicinity of St Mary's College including the drop off/pick up area. Reducing parking in this area is not an option. Parking is already grossly inadequate. The College includes a primary school and it is imperative that parking access is at the very least maintained. 4. Ensure the ability for vehicles to cross traffic on Franklin St in the vicinity of St Mary's College. <p>If these issues can be accommodated the centre street bikeway may be a better option than the current proposal.</p>	<p>The bikeway design does not accommodate the needs of St Mary's College at all.</p> <p>My concerns are as follows:</p> <ol style="list-style-type: none"> 1. The proposal reduces safety for students needing to cross the road. Many children cross the road on Franklin St at St Mary's College including young children crossing without an adult. There is no provision for their safe passage across the road and bikeway. This leads to the real potential for serious accidents to both pedestrians and cyclists. 2. Parking outside and in the vicinity of St Mary's College is already grossly inadequate, especially at drop off and pick up times and when the churches on Franklin St and/or Grote St are in use. The College includes a primary school such that many of those children do not catch public transport and require sufficient safe parking to be available for drop off and pick up. The parking congestion is already so significant that traffic on Franklin St is brought to a crawl at pick up times. The proposal also does not allow for bus parking for excursions. 	<p>Proposed parking around St Mary's College is grossly insufficient. The proposal to further reduce parking in the area will have dire consequences for the safety of students and pedestrians.</p> <p>Parking is already currently limited, especially during school drop off/pick up times. The inability to park at school pick up times and the resultant traffic congestion causes traffic on Franklin St to crawl. Reducing parking on Franklin St in this area is not an option.</p> <p>There are two churches in the immediate vicinity of St Mary's College including one directly across Franklin St. When use of these churches corresponds with school pick up/drop off time the parking situation is impossible. Reducing parking in the area is not an option.</p> <p>The proposed parking layout also poses a safety risk. Parking parallel to the curb means that young children (many using car seats and needing assistance with putting seat belts on) will inevitably be required to get in and out of the car on a busy road in heavy traffic and adults will be required to stand in the traffic to assist them. This is a huge safety risk and will increase traffic congestion. Another thing that will increase traffic congestion is the requirement for traffic to stop to allow cars to reverse parallel park on this busy road.</p> <p>There is no provision to maintain the current drop off/pick up zone at St Mary's College. It is imperative that this be maintained at no less than its current capacity. There is no provision for bus parking on Franklin St near St Mary's College.</p>	<p>Will need to ensure that proposed improvements do not compromise safety of other road users.</p>	<p>Picking a route that does not impact the safety of students at least four major city schools would be more sensible. Perhaps consideration could be given to using Waymouth St on the western side of Light Square or Wrigth St on the western side of Whitmore Square which are both much quieter and would have less impact on the safety of pedestrians and other road users.</p>	<p>No</p>	<p>Work, Study, Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining), Shop</p>	
<p>No, do something different</p>	<p>People in my social circles already avoid the city as finding affordable parking is already a chore. The businesses in this area will be significantly impacted by this decision. We can support bike use without leaving half of the city one lane and without parking.</p>	<p>There needs to be a separate bikeway not a centre of the road bikeway. On street car parking benefits precious few whereas a bikeway will benefit thousands, and make our streets safer and more vibrant.</p>	<p>No</p>	<p>No</p>	<p>No</p>	<p>Study, Work, Play (e.g. Leisure, Recreation, Entertainment, Dining), Shop</p>	<p>Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)</p>	
<p>Yes, as shown</p>	<p>I welcome a separated bikeway in the CBD. It makes me feel more confident moving to the city or nearby knowing that myself and my family will be able to commute with ease.</p>	<p>Looks quite good</p>	<p>No</p>	<p>No</p>	<p>No</p>	<p>Work, Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining), Tourist</p>	<p>Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)</p>	
<p>Yes, as shown</p>	<p>I'm disappointed that the bikeway doesn't go in a straight line through the city which would be the safest option for everyone. Stakeholders along the bikeway need to be educated about 21st century cities and bike design. For example, school children may like to walk a couple of blocks if they are being dropped off by car.</p>	<p>Looks quite good</p>	<p>Needs to be a simple approach for ease of parking and avoid bike lanes</p>	<p>It's fine.</p>	<p>They sound good.</p>	<p>I have expressed my views in questions 2 and 3.</p>	<p>Yes</p>	<p>Live, Play (e.g. Leisure, Recreation, Entertainment, Dining), Shop</p>
<p>Yes, with minor changes</p>	<p>I don't think the Sydney idea should be incorporated in the bikeway. Adelaide is no longer a country town where all shops etc can expect to park at or near their destination. Keep the bikeway by the curb and don't introduce a different design in the middle of it which again makes the bikeway less safe. I can see no acceptable justification for such a design in Adelaide which has such relatively wide streets and copious parking options which are not currently fully utilised. I mostly like it, but for a route that runs E-W the lack of shade from morning & evening sun (and especially from sun glare) is a pity. Speaking of which, has any study indicated centre vs side lanes making cyclists more or less safe from turning motorists? (That is, does either make it less likely that a driver fails to notice a cyclist in the lane because of a low sun)</p>	<p>I like the design elements, the bus-stop islands avoiding buses crossing the bike path looks great.</p>	<p>No</p>	<p>I think that Adelaide has a ridiculous amount of on-street parking. I have no issue with the amount being reduced.</p>	<p>I particularly appreciate that the route is a mostly straight line (looking at you, proposed city - Flinders bikeway between Cross and Daws Rds)</p>	<p>No</p>	<p>Work, Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)</p>	
<p>Yes, as shown</p>	<p>It's safe for the rider (particularly kids), meets the growing demand for safe cycling into the city post pandemic and it's well lit and direct.</p>	<p>2.5 m width is great, particularly at tight points.</p>	<p>No</p>	<p>Looks good.</p>	<p>It's as direct as it can be if Flinders St is unable to work.</p>	<p>No</p>	<p>Play (e.g. Leisure, Recreation, Entertainment, Dining)</p>	
<p>No, do something different</p>	<p>The Frome St bikeway has disrupted local traffic badly - use of this street is highly compromised to such an extent that locals and city users frequently encounter gridlock not just on the street itself but also on surrounding streets - particularly during festival times and morning and afternoon "peak traffic". Cyclists have free rein it seems - to the detriment of residents and city visitors - just try walking on a "shared path" in the parklands for example and see how cyclists treat those of us who walk.... Adelaide and surrounds have a low population - it is not Sydney or New York or London - we are a small provincial city with a council that seems hell bent on getting people out of the city and also out of using cars as a mode of transport despite said council owning many City Car Parks.... Covid has smashed city usage by the general population and the ACC seems very keen to rev it's demise even more. Help tiny struggling business owners.</p>	<p>I would slightly prefer a central bike lane - it would keep the cyclists away from ordinary citizens who are driving, using public transport, parking to go to businesses, or actually walking around the city.</p>	<p>DO NOT REPEAT FROME ST</p>	<p>See above</p>	<p>See above</p>	<p>Yes</p>	<p>Live, Work, Play (e.g. Leisure, Recreation, Entertainment, Dining), Business Owner, Shop</p>	
<p>Yes, as shown</p>	<p>It's not ideal as it makes it difficult for people on bikes to stop and puts vulnerable road users in a dangerous position on the road. Bidirectional in the centre of the road is not best practice. This design compromises many of the advantages of building bikeways. Entering a centre-street bikeway from another road will be difficult. Turning left into the bikeway would require crossing left-turning vehicle traffic. Turning right into the bikeway would require changing lanes prior to the intersection (instead of the hook turn most cyclists would use to enter a conventional bikeway). Both options increase cyclists' risk of colliding with cars. The alternative is for signals to have a bicycle-only phase, which could decrease traffic throughput. A centre-street bikeway is more visually intimidating to prospective or new cyclists than a kerbside bikeway, which means that cycling uptake will be reduced, keeping more cars on the road.</p>	<p>A major flaw with the Frome Bikeway is the lack of visual differentiation with the footpath. Pedestrians often walk in the bikeway, even when the adjacent footpath is clear, especially during the "Mad March" period when people unfamiliar with the city are more likely to be around. Any new bikeway build should be designed to make its purpose clearly understandable, for instance with green-coloured surfaces along the entire length, and increased signage and road markings.</p>	<p>The proposed parking layout looks good as angled parking takes up less space and reversing vehicles are a danger to other road users.</p>	<p>Please include sufficient bike parking</p>	<p>No</p>	<p>Work, Study, Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)</p>		
<p>Yes, with minor changes</p>	<p>Bus stop islands where the bikeway is roadside of the bus stop (as seen in Toolkit3, in the illustration at the bottom of page 9 of the Design Guide, and as commonly seen at Melbourne tram stops) are more hazardous because there is a larger, less prominently marked area where pedestrians and bicyclists' paths cross. Designs where the bike lane passes kerbside of a bus stop with a visible and discrete zebra crossing allowing access to the stop, like those in the Surrey Hills and North-South Bikeway photos, are safer and easier to navigate for both pedestrians and cyclists.</p>	<p>One advantage of a cycling-friendly city for business owners is that cyclists can much more readily stop at businesses we encounter en route compared to motorists. A centre-street bikeway means that cyclists are less likely to notice such businesses in the first place, and increases the effort involved in stopping somewhere en route (because of the need to exit the bikeway at an intersection, wait for the signals to change, and backtrack). This means that the potential increased footfall at these businesses that a bikeway could bring is much less likely to happen with a centre-street bikeway.</p>	<p>See above</p>	<p>Care needs to be taken to ensure that motorists cannot open doors into the bikeway, and that motorists cannot easily drive or park illegally in the bikeway.</p>	<p>An alternative or additional bikeway along Currie/Grenfell Streets would be a welcome improvement to the City, Currie/Grenfell passes through the centre of the Central Ward area where most of the high-density office, retail and residential space is, and is currently a very dangerous passage for bicycles with zero dedicated bicycle space along much of its length.</p>	<p>No</p>	<p>Live, Work, Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)</p>	
<p>No, do something different</p>	<p>This will have a catastrophic impact on 1,000s of people who visit businesses and the school along Wakefield St every day. There is virtually NO other parking nearby particularly as you have already removed most of the parking along Frome Road. There are no public car parks nearby. I cannot believe ACC would disenfranchise businesses and the school and their students and families and clients like this, especially while they are recovering from the COVID-19 pandemic.</p>	<p>Yes. Don't do it. Leave the street as it is, with a perfectly good bike lane already in existence.</p>	<p>Yes. Don't do it. Leave the street as it is, with a perfectly good bike lane already in existence.</p>	<p>Yes. It is terrible. It does not work on Frome Road, so why increase the inconvenience people needing to park in the city near their businesses experience? Are you trying to put your local businesses completely out of work? Especially as they are all still affected by the COVID-19 pandemic.</p>	<p>Terrible.</p>	<p>DO NOT DO THIS. YOU WILL DESTROY LOCAL BUSINESSES. LEAVE IT AS IT IS.</p>	<p>No</p>	<p>Work, Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)</p>
<p>No, do something different</p>	<p>Leave things as they are or do something that supports people from outer suburbs or country coming in to shop. More parks less one way streets would be appreciated.</p>	<p>Increases congestion and will deter people from shopping in the city. How do we put our shopping on a bike???</p>	<p>Add more parks and more car lanes. Remove the trams or make them above the road</p>	<p>Make any new additions above the street in an overpass design</p>	<p>No</p>	<p>Study, Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)</p>	<p>Work, Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining), Tourist</p>	
<p>Yes, as shown</p>	<p>This is essential so that everyone can transit safely through the city. Motorised vehicles are lethal above speeds of 45 kph and a separated bikeway is critical to preserve human life.</p>	<p>Ensuring a 2.5m width is important</p>	<p>Safety is more important than convenience. It's okay to lose some parking.</p>	<p>Greening is very important, partly to provide shade to cyclists and pedestrians. Trees selected should not drop any gumnuts or fuzzi balls.</p>	<p>No</p>	<p>Live, Work, Play (e.g. Leisure, Recreation, Entertainment, Dining), Shop</p>		
<p>Yes, with minor changes</p>	<p>Looks good and I do support the design. I feel like the bus stop islands (Surrey Hills, Sydney example on page 9) should be prioritised over the example below on page 9 to avoid confusion and potential collisions between cars, bikes, pedestrians and buses. Appropriate bike lane user and driver education and etiquette should roll out when the bikeway is open.</p>	<p>I don't think it suits this application. If the bikeway went straight down the gully of Currie and Grenfell street it would be more appropriate.</p>	<p>Why not go Franklin and Flinders straight through? Make more sense to me.</p>	<p>Its not really clear what parking layout you are proposing. I like the look of the design on page 4. The parking on the outer side parallel to the bikeway. The angle parking could work as long as its on the outside/roadside of the bikeway.</p>	<p>I think Franklin st to Flinders street makes way more sense and would like to see the design change to suit. Generally though I support something being implemented and soon rather than nothing and more delays. Try to avoid blind spots and educate users of the bike lanes, roads and footpaths surrounding the project and you will have great outcomes for the city, businesses and most importantly safe travel for new cyclists.</p>	<p>No</p>	<p>Live</p>	
<p>Yes, with minor changes</p>	<p>The East - West Bikeway needs to be completed as soon as possible. Enough delays.</p>	<p>I appreciate the physical division to the bicycle lane and traffic. Especially for less experienced road riders in city traffic.</p>	<p>Good</p>	<p>Not for this proposal. On separate bike way. It would be great to complete the leg of bikeway on South Toe between Peacock Rd and West Toe intersection. This would join up that South Toe bike path to the West Toe bike path</p>	<p>No</p>	<p>Live, Study, Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)</p>		
<p>Yes, as shown</p>	<p>We live on the East side of the city and will have two children attending Adelaide High School as of 2022. We welcome the addition of a East-West bikeway to facilitate students safely across town to the high school.</p>	<p>It appears to make less impact on other traffic functioning around it.</p>	<p>Needed but going straight across Grote Wakefield streets but beggars can't be choosers and so a safe east west route is a step up.</p>	<p>No</p>	<p>Play (e.g. Leisure, Recreation, Entertainment, Dining), Shop</p>			
<p>Yes, as shown</p>	<p>I think it is a design that has minimal disruption to businesses/other traffic</p>	<p>Excellent</p>	<p>Great</p>	<p>Don't care about parking. People should be discouraged from driving into the CBD and should park in paid car parks if necessary.</p>	<p>Great</p>	<p>Very sensible choice using wide roads with existing bike lanes (although currently inadequate)</p>	<p>No</p>	<p>Work, Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining), Study</p>
<p>No, do something different</p>	<p>Adelaide has obscene numbers of car parks for a city of its size and we can afford to sacrifice a tiny percentage of them. We should be building world's best cycling infrastructure, not a compromised solution that appeases motorists. Adelaide CBD traffic is already at capacity and will continue to worsen until we have a council that is brave enough to investigate change.</p>	<p>Absolutely ridiculous, isn't the ACC tired of being a laughing stock (e.g. driver's month)?</p>	<p>Get rid of car parks, we can afford to lose them. We have more parking than cities 5 times our size.</p>	<p>As above.</p>	<p>Fine.</p>	<p>The City of Adelaide needs to be brave in their decision making. What we're seeing, led by Team Adelaide's ultra conservatism that will harm future generations. There is no more room for more roads, we need to reduce the reliance on motor vehicles. Look at the countless examples from around the world where improving cycling infrastructure has reduced congestion and improved local businesses. Pull your heads out of your asses, despite what you think you do NOT know better than the world's infrastructure experts. Dickheads</p>	<p>No</p>	<p>Work, Play (e.g. Leisure, Recreation, Entertainment, Dining), Shop</p>

Yes, as shown		Impractical, untested and present difficulties of access and egress.	Direct route would be better but apparently could not be passed by present council.	I'm sure car parking will be adequate. If people cannot park directly near where they are going, there will be some Ho thing nearby available and it hurts no one to walk a few steps.	As many trees as possible should be provided	No	Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)	
Yes, as shown	The most important thing is to JUST DO IT	Haven't heard good things.	Stop analysis paralysis and just do it		Just get the bike lane in	Yes	Live, Business Owner, Work, Play (e.g. Leisure, Recreation, Entertainment, Dining), Shop	
Yes, as shown		It looks like an innovative approach and should be considered. My concern would be how safety riders can enter/exit the lane. If it's perceived as too difficult or risky it could reduce usage which would defeat the whole point.				Yes	Live, Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)	
No, do something different	We are a South Australian business and have over 2000 clients, with one of our main CBD client's being the Adelaide City Council. Trying to do deliveries within the proposed East - West Bikeway would almost be impossible by putting more limitations on car parking for our courier vehicles, who already struggle with the current parking situation.	No we would have to move out of the City and get rid of our Bike service.	Not suitable to our business	Not suitable to our Business	In short, we are not in favour of the proposal	Yes	Work, Shop, Business Owner	
Yes, as shown	This has taken so long, I'm happy with whatever plan there now is, as long as you finally, finally approve something and get started with it. The time it's taken to get this bike lane is nothing less than embarrassing.	I can't comment on Sydney's proposal, however I'd say look less at other Australian cities; look at The Netherlands or Denmark if you want solid advice from planners who are somewhat more advanced in embedding bike lanes in infrastructure.	No. See my answer to question 2.	No. See my answer to question 2.	No. See my answer to question 2.	No	Work, Play (e.g. Leisure, Recreation, Entertainment, Dining)	
Yes, as shown	This is better than nothing but a pale version of what a visionary council might propose.	Not a sensible option.	A more advanced solution would have made cars secondary to bikes. One way E-W streets alternating Angas Wakefield Flinders Pile would release the space needed for a better design.			No	Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)	
No, do something different	I work for a large company on Franklin street and if the car parks are taken away, it would mean having to move the company out of the CBD which would not be good.		It is not a good idea.	Provide extra car parking where possible.		No	Work, Play (e.g. Leisure, Recreation, Entertainment, Dining)	
No, do something different	I think that the entire existing sidewalk, kerbing, trees, lights, signs and plantings should be stripped out back to the property boundaries, then a new footpath and bikeway built to the newer frame street footprints and standard. This saves significant space and allows for efficient delivery of renewed street aesthetics. I believe that the space savings will provide for retention of most existing parking including angled parking as this needs only to occupy existing painted kerbside space on a 1m basis vs road width. Am not troubled by places where two car lanes are reduced to one, where this is thoughtfully done, since a single lane can be more efficient and less stressful behind the wheel. Overall, my feeling is that only the utmost 1st class aesthetic and space-saving solution should be applied, even if this comes at the cost of a significant delay to the final completion or a partial completion of the route. We don't want to see a repeat of frame mark 1 and other less than ideal treatments. As a cost saving to the frame mark 2 design, a Semaphored rd style solution with a widened and completely flat sidewalk with a painted/paved differentiation to the bike path is also a possibility for some parts of the route.	I do not think a two way bikeway in the centre or on one side has a place in the CBD streets. This is only appropriate for breaching road closure plantings, laneways, pedestrian bridges and parkland sections of any bike path route. A slow, daunting and confusing treatment helps no-one. Yes I have seen variety of the Sydney bikeway designs first hand and I think it should be stated that Sydney sets a very poor example for traffic management, regulations and infrastructure design for all users, but especially for bicycle riders.	No, centre of the street sounds better if parking is still available.	I see merit in making the connection between various schools. Occasionally, my own children have ridden to Adelaide High from the North and via the western parklands (Prospect/Brompton/Bonython, as well as Prospect/Brompton/Memorial dr). One feels comfortable with them making this journey, but actual city riding is not something to be comfortable about except for the older 16-17-18 yo students. Cutting a safe route east west and completing (eventually) the north south route will provide an option to younger students that isn't currently available when they live somewhere that can't be directly accessed via parklands alone.	With space saving efficiency and a rumbles (get rid of all the existing trees/path etc) approach for more parking could be preserved. The parking that exists on the route is actually very important in context. There are no realistically viable parking alternatives provided, most parking situations currently are poorly built, many are poorly located, most are time inefficient and altogether they contribute to congestion more than they should.	You should be following the Frame mark2 design lead and not deviating into uncharted territory or sub-grade aesthetics - the example photographs mostly depict poor aesthetic standards not befitting the city of Adelaide.	See 4 - the route alignment is on reflection quite good. Note however if a high standard of aesthetics, space efficiency and parking preservation are maintained, then the eventual installation of the future bikeways on other streets parallel and intersecting will be more easily achieved. Please respect the Frame mark2 public consultation process on design because this applies to all routes and do not necessarily deviate from this - especially to something lesser. I am rather disappointed that you have not put in a Frame treatment on rebuilt parts of the North Terrace sidewalk - it seems an appalling waste of money and resources to neglect to do this. Ditto recent works on and near the proposed E-W bikeway route.	
No, do something different	I work for Couriers and we require parking out the front of our business for drivers to come and go throughout the day.	No, centre of the street sounds better if parking is still available.	As long as the parking is kept on Franklin street.	no.	We need parking.	No	Work, Shop	
No, do something different	our drivers depend on parking in this street	no	no	no	no	No	Work	
Yes, as shown	It does raise concerns with right turning traffic into side-streets. Drivers of turning vehicles will be looking ahead for cars, but might not look further ahead to cyclists on the separated path.	As a cyclist, I would feel vulnerable in the middle of the traffic. Off to the side you have a degree of protection and it's easier to get on and off the bikeway				No	Work, Play (e.g. Leisure, Recreation, Entertainment, Dining)	
No, do something different	do not take away car parks!	won't be able to turn right as would need to give way to bikes coming from behind!	there is already a bike lane!	don't take away car parks	the proposal won't be an improvement	No	Work	
Yes, as shown	Adelaide needs this facility to allow cyclists to continue to be part of the transport system of Adelaide, swift, clean and quiet.	Centre of the road is not considered to be a safe option by experienced cyclists. It does not feel safe and is not widely considered in best practice planning by other countries.	Please do not delay. COVID was a time when it felt safe to cycle in the city. It needs to be like this at all times.	Secure bicycle parking is important for all commuters, whether on four wheels or two. One car space is sufficient for a number of bicycles.	As Nike would say, JUST DO IT.	No	Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)	
No, do something different	As I work in Franklin st, it will make parking even more difficult, leading to frustration and I feel will cause more accidents. As I live over 40 mins by car out of the city. Cycling is not an option for me. Plus cycling into the city especially when reaching the city on Anzac Hwy, it is not safe. I have seen too many near misses.		It will remove too many carparks. Especially shown in your diagram out front of The Benjamin on Franklin St, where parking is at an angle. A lot of parent use the parks to pick up their children. It will force parents to park further away and for young children to navigate the streets between bikes and cars. There will be an accident waiting to happen.	It will remove way too many parks. It is already hard enough to find a park in the proposed streets.	Eliminate altogether putting in a West / East bikeway	No	Work, Play (e.g. Leisure, Recreation, Entertainment, Dining), Shop	
No, do something different	Taking away car parks is an issue where I work. Where will the new loading zones be? I am assuming they will disappear and not be replaced.	Its not required, as cyclist I have no problems with the existing bike lanes. It works fine as is.	Not sure why we need it in the first place	Being in the courier game, I am of the view more loading zones are needed!	No	No	Work, Shop	
No, do something different	Franklin and Wakefield Street have 4 schools situated in them. Surely a bikeway will reek havoc to the students, especially with little kids.	Why not take a leave out of London's book, and have a one way street routine, and in doing so, make the other car lane, dedicated for the push bikes.	All for the bikeway, but not on streets where school kids could get hurt.	All for the bikeway, but not on streets where school kids could get hurt.	Slowly but surely you are improving the look of Adelaide streets.	Please do not spend money on a bikeway in a street with schools in them.	Work, Shop	
No, do something different	Have difficulty in understanding how this can be considered the correct solution considering the different factors. The route is nonsensical considering that the main cycle paths from West to East do not connect near Franklin St.	I don't believe it is viable as the inability to turn right from Elizabeth St, onto Franklin St would create significant traffic issues considering the amount of cars which come from the Franklin residential zone. The street and intersection are already both congested to the point where cars often have difficulty moving. Adding a stream of cyclists past this or a one way turn is simply nonviable.	I was initially interested as I thought that there could have at least been the potential to make Franklin St a bit nicer in appearance, like which was done with Frome St.	It seems to me as though the council simply sees Franklin St as the path of least resistance to get a bikeway over the line. While I enjoy the bikeway along Frome, I fail to see how the proposed route along Franklin St is sensible or in the best interests of either residents who would deal with the route, or cyclists who would need to make considerable and unlikely adjustments to their commute, which they will not do.	Yes	Live, Work, Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)		
Yes, as shown	Cyclists who approach along Don Bradman Drive will not cycle 150m+ and back out of their way to use this path when they can simply cut through along their existing route, and removing this existing route is not cyclist-friendly. Cyclists from Henley Beach Rd will not use this route either. The assumption that ongoing cyclists will use this route from East to West, considering that the Western end of town is far less busy, is also improbable at best.		I am amazed at how anyone can, considering that there are proposals for a West Franklin stage 2 and stage 3 developments, believe that removing any parking from the Western end of Franklin St is either a good idea or in anyone's interests.	Not concerned about car parking but would like to see an Adelaide Metro style bicycle parking cages) established in the city.	I can't see this from the limited information provided.	No	Work, Play (e.g. Leisure, Recreation, Entertainment, Dining), Shop	
Yes, as shown	Make sure that the bikeways are fully self-contained and not interrupted by motorised vehicular traffic	Suits me	I can't see a design. Only a map.			No	Work, Play (e.g. Leisure, Recreation, Entertainment, Dining), Shop	
Yes, as shown	Consistent with the Frome & West bikeways, good route through the city	Would feel very unsafe being forced into the middle of the street??	No	Comfortable with it	if the East-West bikeway has the "look and feel" of the bikeway along Frome, it would be great - a really great enhancement to the streets involved (where possible)	No	Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)	
Yes, as shown	Minimum width of 2.5 metres other than where limiting protruberances such as established outdoor dining.	Very much against this proposal	Prefer solid barrier to flexi-posts		Selected to not provide future problems such as blocking line of sight	No	Work, Play (e.g. Leisure, Recreation, Entertainment, Dining)	
Yes, as shown			I hate the fact that part of it is down Franklin/Flinders, and then have to dogleg to Wakefield Street. Choose one street, and let bikes ride the length of it. This compromise solution is half baked and I am just as likely to continue down Flinders regardless of where the bike lane goes.	No	No	As above, the route alignment compromise is a terrible idea. Just let it go the full length of Flinders Street, or stop it at Gawler Place until the Flinders Street traders wise up.	Work	
No, do something different	To many bikes already in cbd		Don't do it	I would prefer the bus stops to be of a 'floating design' the current ones I believe could be dangerous, the bus stops should extend further from the curb and allow people to wait at the stop while cyclists go behind	I'm someone who does drive in the and honestly having parking active outside of peak at the expense of travel lanes seems stupid to me, no parking should be allowed on most of the route at all times.	The greening on the frame street bikeway is poorly maintained from experience and can get in the way of cycling. I would not like to see the same type of plants used along this route.	Wakefield street sucks, but I understand why the route is the route. I will use the route at least weekly probably. I support it as someone who takes public transport, drives a car and cycles by bike.	
Yes, as shown	I would be willing to cycle through this area, the barrier is helpful and there is little traffic on the route.	By being in the middle keeps cyclists away from footpath traffic	No happy with design			No	Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)	
Yes, with minor changes	Would like bike activated traffic lights on all intersections with lights.	I think it's untested, unsafe and unnecessary	Looks good. I'd use, especially if the connections to other bike routes/links were done at the same time. I particularly would use the Market to Riverway.	Page 11 design looks good. Would appreciate more bike parking designs along the Bikeway.		Prefer it went in a straight line on Flinders and Franklin. The dog leg along Gawler Place just adds time and difficulty for cyclists.	No	Play (e.g. Leisure, Recreation, Entertainment, Dining), Shop
No, do something different	Old Wakefield hospital site to reopen as medical rooms creating in influx of parking. Main thoroughfare for emergency services. Many thoroughfare from western and eastern traffic. High volume of apartments with no off street parking. Our business needs 2/3 hour parking so our clients are not walking around streets moving cars while having a chemical service. Frome road bike lane is dangerous.	No. Adelaide is not Sydney. Less people are now working in the city. A bike lane will not change this.	Move bike lane to quiet street with less traffic	Move bike lane to quiet street with less traffic	Add more garden beds	Move bike lane to quiet street with less traffic	Yes	Work, Play (e.g. Leisure, Recreation, Entertainment, Dining), Business Owner
Yes, as shown	It is great to see a safe, wide kerbside Bikeway design proposed with benefits to the street that meets international standards for maximising use in the long term.	I do not support this option. It is an unsafe, untested and unhelpful design approach. I have serious concerns about why this design was included in the consultation as I have not heard any discussion of this in the chamber or from staff previously. As a bike rider I do not believe this would provide a safe route or easy access. There is no evidence that the centre of the road option will reduce the loss of car parking which is already minimal in the scheme of parking numbers in the city. I found the consultation materials deceptive in this sense which is concerning. With the wide streets chosen a kerbside design is appropriate. I do not believe the City of Sydney even thinks this is a good idea! At a city just starting out building bikeways we should use best international practice, not pick out once off strange design options such as this centre of the road option.	I support the design as long as: - the majority of the route maintains a 2.5m Bikeway width to allow for passing. Without this, the design is significantly compromised. - the signals for turning at Gawler place allow for quick, easy and safe bicycle movements - intersection safety is considered with pavement treatments and long term dutch style intersections - the buffer zone between parked cars prevents dooring	No as a car driver the car parking loss seems minimal for the gains. More cars off the road means more car parking for others.	The space for greening is great and I would love to see bright colourful art. Over time if this was developed it would make a fabulous place for people walking and riding and be a huge asset to the city. The benefits to business will be significant in the long run as more people on the street equals more dollars. I have noticed there are a lot more people walking along Frome St now.	I would prefer the route to continue directly along Flinders street however if that is not possible (which it doesn't seem) I support the route proposed (no other route options are supported). The route proposed will provide good access for people coming from the east and from the west. I do not believe we should keep talking about what street to use. I think opening up Gawler place to riders is a great idea. No more delays!	No	Work, Play (e.g. Leisure, Recreation, Entertainment, Dining), Shop, Tourist
Yes, as shown	I believe it is important to get more people into the city and this is an effective way.	Separated bikes lanes are required - so the design seem OK as far as I can tell. I wasn't sure about all the details eg treatment of bus stops. Care is needed! For example the original Frome Rd bikeway was dangerous as motorists didn't see cyclists as cars turned left. I narrowly avoided a couple of accidents. The danger of car doors opening and people alighting onto moving bikes is not good.	I don't like the idea of bike lanes in the centre.	See above.	No.	Adelaide needs many more bikeways!! With the advent of e-bikes, a lot more people are riding. Good bike facilities will benefit Adelaide in numerous ways.	No	Live, Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)
Yes, with minor changes	Commuting by bike should be encouraged and applauded, not seen as an annoying group to be placated.	This is untested and likely dangerous - simply a diversion to divide and conquer.	Would be better on just one road, not weaving between multiple roads	The danger of car doors opening and people alighting onto moving bikes is not good.		The bus stop design looks problematic, and will likely lead to difficult interactions between pedestrians and cyclists.	No	Work, Study, Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)
No, do something different	Many commute by bike and spend money in the city centre. This should be recognised. There is already so little parks available in the city and this will affect my ability to park at my place of employment. This will also make it even harder for people like me to find a loading zone.	Don't do it there is already ample bike lanes bus lanes etc in the city leave it alone. Zero stars		Yes we need more parking not less	No/na	No/na	Work	

Yes, as shown						This bikeway is desperately needed. I ride into and out of the city every day and often witness (or experience them myself) near misses between vehicles and bikes. As well, there seems to be even more car congestion than ever in the city since Covid 19 so bicycle riders must be encouraged as much as possible. I know many people at my work who say that the only reason they do not ride to work is because they fear being knocked off their bike so a bike path would encourage them to start riding.	No	Work
Yes, as shown		I would like to see what we have on Frome at along Wakefield east west bike way, as being consistent is important to all road users I do not agree with path in the centre of the road as I feel this adds confusion and risk if you need to exit the path mid way				Do not let people tell you that cyclists do not pay car registration fees and hence road taxes as most cyclists also own cars.	No	Work, Play (e.g. Leisure, Recreation, Entertainment, Dining), Business Owner
No, do something different	So all well and good to have a bikeway, but how many riders will use it? how many will continue to ride where they normally ride? waste of money and such a major disruption to businesses along these streets. Where will delivery drivers park? how will businesses be serviced when deliveries cannot be done in a fast manner now they will need to park 100s of metres away doing multiple trips and getting parking fines for over staying??? this just looks like someone justifying their job?	Why not use Pirie st?	Please can bike traffic lights be included. Frome Rd is amazing but there is always the risk of a cyclist getting lobbed by a motorist turning left into one of the roads or turning right across the oncoming traffic and not realising a cyclist has right of way on the green light. Automatic cycling traffic lights would mean a motorist is more aware of a cyclist. No right turn would be even better!				No	Work, Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)
Yes, as shown					Great		No	Live, Work, Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)
No, do something different		The current design will impact negatively on a number of schools. Making the morning drop off more dangerous as parents may need to send children along across major roads. The route would also put disabled children at a huge disadvantage as easy access to school and ability for bus access for excursions would be impacted.	It needs to be moved away from schools and emergency services.	While bikeway are important, businesses should not be put before the safety of children	The reduced parking will make it even more difficult to access nearby doctors, surgeons and specialists impacting disabled people more than any other group	To return to the original plan of Flinders St would be more beneficial to workers in the East and area. It would also show that the council puts safety before money and loud lawyers	No	Work, Study, Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)
Yes, as shown	A bikeway is better than no bikeway, as long as it's separated and appropriately wide.				Great	Median crossings need to be as wide as possible to accommodate groups of cyclists and pedestrians crossing. See the current median crossing at Flinders Street behind the Colonel Light Centre and how often it overflows with footcycyle traffic in peak hour. bigger off leave this area alone I can give you suggestions you all get paid mecca bucks to work these things out I major improvement for whole of Adelaide would be to drastically reduce the number of buses on our roads get rid of them look at melt they use trams as their main mode of transport around the city works perfectly less buses you can access anywhere city there quickly no traffic jams wake up look at them learn bring back tram lines in and to the city loads people will use it and leave their cars at home	No	Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)
No, do something different	leave it as is dont take out parking	traffic flow is a disaster now with the buses in city even with a separate bus lane definitely dont need a bikeway in the centre of the street to stuff it up more	not in centre of street not in city CBD	what parking you be removing it will have a negative effect on all business along there	do your improvements in outer suburbs adding a bikeway is not a improvement		No	Work
No, do something different	I do not see any benefit to the Wakefield St precinct by removing on street parking and creating bike lanes for the minimal amount of bike traffic I see in that area every time I am there.	As I have said already, bike traffic is of very little concern in this area of the city as is clearly evident by the lack of them here everytime I visit town to shop and use the services in this area, which is always at various times and days.	I can only see this severely disadvantaging the businesses I frequent in this area by making it far more difficult for me to find a park to use these businesses. I will then be forced to go elsewhere, such as my local suburban shopping centre. I can only imagine many other shoppers would be thinking the same way and this would be devastating for the small business district of CBD Adelaide.			It would make sense to move this proposal to another street where actual traffic congestion and bike numbers are an issue.	No	Shop
Yes, as shown	just do it	The centre of the road option in the info pack is untested, unsafe, and unfeasible (a distraction aiming to derail the project by opposing councillors not recommended by staff).	The design is safe and comfortable including for families/teens - the route will give low-stress cycling access to the city (a direct route along Flinders is preferable but deemed nearly impossible.)			Stop procrastinating and get on with it	No	Work, Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining), Tourist
Yes, with minor changes	Any separated cycling infrastructure is better than none.	The biggest dangers to cyclists in traffic seem to be from vehicles turning right who fail to notice, or fail to calculate the speed of bicycles. A central bike way will be vulnerable to cars turning in either direction, unless right turns are given a specific cycle in the signals. Cyclists travelling shorter distances wouldn't bother to join the central bike way, but would just use the kerbside lane.	The Adelaide N-S bikeway is the best designed bikeway I've seen. Emulating that as much as possible would be ideal.	Safety is more important than parking	Greening and landscaped areas are a bonus to everyone who uses the city. Plantings should be kept low to protect sightlines for both drivers and cyclists	A dog-leg route is an obvious compromise. Cyclists travelling through the city E-W are unlikely to bother following the dog-leg, but will continue in a straight line on the street they're using. However many users will not be riding through just using a smaller section of bike way as they have need. And the repeat- any infrastructure improvements are welcomed.	Yes	Live, Work, Study, Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining), Business Owner, Tourist
No, do something different	The bike lanes as proposed create driveway ingress and egress issues and increases the risk of collisions. Further, the loss of street parking is significant and will seriously impact visitors to and our neighbours, as well as local businesses	It's a far safer option for pedestrians, motorists and cyclists alike	It seriously favours cyclists to the detriment of motorists, residents and local business	Wakefield Street cannot afford to lose any on street parking. In particular, as we live between Pulteney and Flame Streets, we have observed the car parks in that area are almost always occupied between 8am and 10pm daily. We have businesses, restaurants and residences which rely heavily on the on street parking in the vicinity	No	We prefer the 2 way separated bikeway in the centre of the street	Yes	Live, Work, Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)
Yes, with minor changes	Ideally this would be continuous on one street, not staggered over two streets, forcing cyclists to cross traffic to get onto Gawler place. however if this is the only possibility, then construction must begin without any further delays	This is intriguing and would avoid clashes between bikes and traffic that is endangering the street, as well as pedestrians getting onto buses. However I feel that such an untested design would result in further delays to having the bikeway constructed, which is unacceptable. So it is in everyone's best interest to go with the tried and tested design.	as above, the bikeway should be continuous on one street, it is forcing cyclists to cross busy traffic	parking would ideally be separated using the concrete buffer rather than paint and posts, for safety purposes. there needs to be enough space for passengers to open their car door without it entering the bikeway, and without the passenger stepping straight into the bikeway	greening is always good	bus stops are going to be a major issue with cyclists vs pedestrians. bus stop islands would be necessary at all stops. The design guide shows drawings of bus stops G1 and R1 where transit users would step directly in and out of the bus via the bikeway, which is highly unsafe for everyone involved, and would be an accident waiting to happen. Potentially the bikeway could veer onto the area that the bus stop is currently located on (on the current footpath) to provide more space for the bus stop island, and to lower cyclists speed.	Yes	Live, Work, Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)
Yes, with minor changes	I am supportive of the proposed design principles as detailed on page 11, provided that the width of the bicycle lane is large enough for cyclists to pass each other whilst travelling in the same direction (2m I'm guessing) and minimise the use of flexi-posts.	I do not support the proposal for a two way separated bikeway in the centre of the road. This is not accessible for all users and is only helpful for those travelling straight, but do nothing for turning cyclist. This is not safe for children and does little to encourage cycling when comparing to two separated bikeways on each side of the road.	I support the proposed alignment from West Terrace to Gawler Place along Franklin Street and Flinders Street. This is a natural choice for cyclists, evidenced by the extensive use currently (I cycle along here now). I do not support the alignment along Gawler Place and Wakefield Street. The proposed shift away from Flinders Street is illogical. Cyclists do not ride along Wakefield Street nor are they likely to in future. Wakefield Street is a wide street, not conducive to encouraging cyclists or near the destinations where people want to go. The extensive number of bus stops on Wakefield Street alone would discourage cyclists from travelling along this section of road. The proposed narrowing of the bikeway at 8 bus stops alone will discourage cyclists from using this route, as cyclists will continually need to give way to pedestrians, slowing travel times and increasing the risk of an accident between cyclists and pedestrians. Additionally, the link to the existing north south bikeway on Frome Street is terrible. Anyone seeking to cycle from the east west bikeway to the north south bikeway or vice versa is extremely unlikely to cycle along Wakefield Street, but rather continue cycling along Flinders Street. If the bikeway is not continued along Flinders Street to Frome Street (at a minimum), cyclist will simply continue of the existing road, rendering a significant portion of the new bikeway worthless and clogging up the existing bicycle lanes.	The proposal to prioritise the bikeway over parking is supported. Parking should not dictate the effectiveness of the bikeway. The effectiveness, efficiency and accessibility of the bikeway should be prioritised above all else in the streets, and parking should be adjusted to fit around it.	What street improvements? I do not support the use of planter boxes. Plant real trees in the ground instead. I would like to see a healthy number of turning and crossing points for cyclists.	I support the alignment from West Terrace to Gawler Place along Franklin Street and Flinders Street, however I do not support the alignment from Gawler Place to East Terrace.	No	Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)
Yes, with minor changes	I am supportive of the proposed design principles as detailed on page 11, provided that the width of the bicycle lane is large enough for cyclists to pass each other whilst travelling in the same direction (2m I'm guessing) and minimise the use of flexi-posts.	I do not support the proposal for a two way separated bikeway in the centre of the road. This is not accessible for all users and is only helpful for those travelling straight, but do nothing for turning cyclist. This is not safe for children and does little to encourage cycling when comparing to two separated bikeways on each side of the road.	I support the proposed alignment from West Terrace to Gawler Place along Franklin Street and Flinders Street. This is a natural choice for cyclists, evidenced by the extensive use currently (I cycle along here now). I do not support the alignment along Gawler Place and Wakefield Street. The proposed shift away from Flinders Street is illogical. Cyclists do not ride along Wakefield Street nor are they likely to in future. Wakefield Street is a wide street, not conducive to encouraging cyclists or near the destinations where people want to go. The extensive number of bus stops on Wakefield Street alone would discourage cyclists from travelling along this section of road. The proposed narrowing of the bikeway at 8 bus stops alone will discourage cyclists from using this route, as cyclists will continually need to give way to pedestrians, slowing travel times and increasing the risk of an accident between cyclists and pedestrians. Additionally, the link to the existing north south bikeway on Frome Street is terrible. Anyone seeking to cycle from the east west bikeway to the north south bikeway or vice versa is extremely unlikely to cycle along Wakefield Street, but rather continue cycling along Flinders Street. If the bikeway is not continued along Flinders Street to Frome Street (at a minimum), cyclist will simply continue of the existing road, rendering a significant portion of the new bikeway worthless and clogging up the existing bicycle lanes.	The proposal to prioritise the bikeway over parking is supported. Parking should not dictate the effectiveness of the bikeway. The effectiveness, efficiency and accessibility of the bikeway should be prioritised above all else in the streets, and parking should be adjusted to fit around it.	What street improvements? I do not support the use of planter boxes. Plant real trees in the ground instead. I would like to see a healthy number of turning and crossing points for cyclists.	I support the alignment from West Terrace to Gawler Place along Franklin Street and Flinders Street, however I do not support the alignment from Gawler Place to East Terrace.	No	Work, Play (e.g. Leisure, Recreation, Entertainment, Dining), Shop
Yes, as shown				Bikes should be the priority, it's 2021!!		Get on with it, seriously!!	No	Work, Play (e.g. Leisure, Recreation, Entertainment, Dining)
Yes, as shown	It is well accepted that good cycling infrastructure increases rates of cycling. My support for the East-West bikeway centres on sustainability - economic, environmental, and social - based on the expected increase in cycling rates: 1) Slower modes of transport, including cycling, enable and encourage people to stop, browse and purchase from local businesses. 2) Cycling is low carbon transport. Higher rates of cycling is an example of required behaviour change that is fundamental to a low emissions future. 3) Cycling is active. The more people who cycle, the healthier the population.	The centre of the street design approach is untested, unsafe, and unfeasible.	The proposed bike lane, separated bike design is widely accepted as best practice. The sense of safety and enjoyment (low-stress) it provides is key to attracting prospective bike riders.	No.	As much as possible, where possible, greening must be incorporated. The inclusion of urban greening principles is of fundamental importance in supporting the three sustainability outcomes outlined above.	Although a route directly along Flinders Street is preferred, the improbability of achieving this is too high and, as such, the alternative route (Gawler Place and Wakefield Street) is therefore supported.	No	Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining), Live
Yes, as shown	Ideally it would be a dedicated bikeway through the centre of the city to protect childcare users, school and university students, commuters, shoppers and recreational cyclists passing through the city.	Love it	I wish it was more direct, but seriously, I'd take anything right now that gives cyclists more protection and safety when cycling in the city.	Adelaide has a ridiculously high rate of parking. Develop more park and ride facilities out of the city to minimise congestion. Walk more, cycle more, public transport more, park less...	More shady trees please. Not bothered about flower boxes.	My daughters attend Adelaide High School and would really appreciate a safer passage to school. I work in the city and would love more cycling options to get in and out safely. Please make this (and more) dedicated bikeway happen. Thank you!	No	Work, Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)

No, do something different	Why can't the bike lane be on Flinders St, it is where most cyclists go to either go to Bartlets Rd or Victoria Park	You mean City of Adelaide? Centre of street is best not to remove angled car parking on Wakefield St	126	See comments at 3		See comments at 2	No	Work, Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)
Yes, as shown	Support the key principles of the Bikeway design, separate to the compromised route selected which has many points of conflict with crossovers and bus stops	It's a bad idea, will not improve accessibility to local businesses and seems more appropriate for a through-commute - which is a poor outcome for a project that should provide value uplift.	The proposed design around bus stops is woeful and looks like a dangerous point of conflict between cyclists and buses, and passengers boarding buses. Bus stops should be "floating" acting themselves as a barrier between the Bikeway and traffic lanes/buses. The example shown in Sunny Hills utilises the "floating" bus stop approach, and this design is also widely used in Hong Kong - don't reinvent the wheel by trying to use a Melbourne tram stop design (which doesn't work effectively in Melbourne)	No. Parking should never have been a concern and it's disappointing that Council has constantly used this as a delaying tactic to prevent the fruition of the project.		As noted above, it's not a good route option. Prior/Waymouth or Flinders/Franklin without the Wakefield dog-leg would've been both superior options. But Council needs to just get on with it and build something that enhances connectivity, even if not the optimal route.	No	Study, Play (e.g. Leisure, Recreation, Entertainment, Dining), Shop
No, do something different	I am a cyclist and this is just a waste of money - I ride every day to work using Franklin at West Toe and how the hell have you got this idea is just crap and then want more people to shop in the city to only take the parks away and away plus the lost of income to business - oh thats right you only say you care with words not actions	as long does not interfere with traffic flow and BUSINESS INCOME then there is no issue	you are a waste of time no wonder the council is in so much debt - you would rather business close, go bankrupt rather than support	parking layout oh ya take the parking away from the capital of australian and have less + less people come in stop this bullshit of wasting money - no wonder we are called backwards		don't waste our time and money - how about you design something actually positive instead of going backwards all the time 0 i oppose this crap	No	Work, Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)
Yes, with minor changes	1. Do not reduce bikeway widths at kerb protrusions. The point of a bike lane is to be safe and level, narrowings, cleanups, speed bumps etc are a poor design outcome.	Not if favour of centre bikeways. They appear harder to get to (only at crossings) and hard to leave + need to contend with turning traffic. They are more environmentally exposed (sun, cars rubbing past) as they are in the centre of the road. Side bikeways are also sometimes protected by parked cars.	Frome Street looks great, and the trees as part of the dividing median between cars and bikes is great. Please do more of that to make the ride on hot days more attractive.	More permanent on street carparks would be more convenient for existing businesses. Maybe reduce traffic lanes, to discourage excessive car traffic on streets with potentially lots of bikes?	The more trees and more shade and more green to reduce the heat island effect, the better.	'Do not kick the path across Gawler Place. Pick an alignment through the city and keep it straight: e.g. all the way across Franklin - Flinders, or Waymouth - Pirie or another direct east-west route. - Right hand turns slow the commute down (waiting for traffic lights), introduce negotiation with traffic. This is a poor outcome for safety and convenience. People will just continue going straight and/or put themselves in more danger and the bike path will be less used. As another way to look at it, traffic engineers would never propose a knicked route as the best east-west route through the city for cars. People expend energy riding the bikes, and they are slower than cars. Therefore, please make it easier for them by making the bike routes direct. The more compromised the design and location of the path, the less people will feel safe to try to ride through the city, the less people will use it, the less return on your investment. - Ideally, you would have several east-west routes to provide as many cycling options and open up as many city destinations as possible.	No	Work, Play (e.g. Leisure, Recreation, Entertainment, Dining), Shop
No, do something different	You need to do this off a major road such as Donald Bradman or Herby Beach road	where not in Sydney - bike lanes are already in place	it prevents parents dropping off students - consideration should be given as to the impact to businesses on the stretch of road should this go ahead	It is reduced - not good for local businesses	Franklin looks fine as is	i really don't see the need to waste money on Franklin Street bike lane project. Franklin Street already has a useable bike lane. So why is there such a need to create this proposed lane and create a disliking of Adelaide City Council for installing it.	No	Work
Yes, with minor changes	Please do not include a kink or fork in the path. Keep it linear					if you are so determined to create this lane then it should start either on Grote Street or on Currie Street as they are connected to 2 major feeder roads into the city. From what I can see the bike lane ends on Wakefield Street so why not just start and finish on the one stretch of road, Grote - Wakefield	Yes	Live, Work
No, do something different	we need the parking, bikes don't pay rage why do they get a bikeway??? half the city loading zones have been removed this sart far at all	no	it should not go ahead	don't do it if its going to take parking away	don't do it	don't do it	No	Work
No, do something different	Adelaide is not a 'bike' city. Council seems to want to spend money for no return and congest the roadways turning more people away from the city. Look at the Frome road bike way debacle. Town planner don't seem to understand how our city works and want to bring in ideas practised in other States/Countries just to substantiate their job and look to seem to be doing something about 'sustainability'.	Scrap it. Alternative - remove all buses from the CBD, install trams on all roads and then maybe consider bike ways.	Waste of tax payer money. Seems to me that there are too many checks and not enough 'incentives' to coin a phrase who don't really know what to do and continue to bring up ideas which result in very little. Has any walked the CBD and noticed the many 'domant areas' & run down areas and vacant buildings. Not very conducive to attracting more people to the CBD. A bike way won't help.	Scrap it	No	No	Yes	Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)
Yes, with minor changes		While it may appear counter-intuitive there are benefits to cyclists (specifically safety), retention of parking and other.					No	Work, Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)
No, do something different	We, as an occupier of Wakefield Street, do not approve of the proposed plan. As you have pointed out, some on-street parking spaces will be removed to install the proposed bikeway. Our building is next to St Aloysius School which utilises much of the parking in the surrounding area, the traffic can be heavy at times. The removal of parking spaces will cause chaos. The proposal will also adversely affect our business by depriving our clients of parking in front/around our building. One of the great attractions of Wakefield Street is its parking. We are not opposed to the alternative design approach on page 5 of the Design Guide. The design for Oxford Street would make good use of the medium strip on Wakefield Street.	This design is preferred.	See Q1. If a bikeway is installed it should be compulsory for all cyclists to use it.	See Q1.	No.	See Q1. It is quite perplexing why the bikeway does not continue from Franklin Street along Flinders Street. One would think that would be cheaper and less disruptive to all. Further, the parking in Flinders Street had some years ago been reduced by Council. It would seem the Oxford Street solution could continue along Flinders with far less disruption.	Yes	Work, Business Owner
No, do something different	Passing by a school zone is just impractical for students and parents.	A separated bikeway will narrow the street even more - leading to more congestion in the street.	It would make it impractical to find any suitable parking in an area that is not serviced well with any other parking options besides street parking.			Why is a bike lane necessary - there is one on Grote St Waste of money and not necessary	No	Work, Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)
Yes, as shown	This is essential for the safety of cyclists in the city, and needs to be implemented ASAP.	It is an excellent plan. Please ensure 2.5m width wherever possible	Straight along Flinders St would be better, but this is ok. Road treatments at intersections to improve safety will be important.	None	I can't find them, but would support tree planting where possible		No	Work, Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)
Yes, as shown	Would think it will encourage more people on bikes getting across town from east to west and vice versa.	Don't know if it will work.	Looks similar to the north south bikeway which seems to be working well.	Some parks still at some key locations. Not in the very busiest heart of the city.	No comment.	Include a bike counter like on the Frome Road bike path	No	Work, Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)
Yes, as shown	Please do this- the sooner the better.	As a regular commuting cyclist I think that a centre lane bikeway would be unusual, counter-intuitive and potentially dangerous.	Looks good.	Please just once prioritise road users other than cars		Political will is what is needed to make positive changes. Amsterdam did not become a great place for commuting cyclists just miraculously - in the 1970's the centre of Amsterdam was choked by cars and traffic and hard decisions were made which has lead to a much more pleasant city experience all round.	No	Work
Yes, as shown	Happy with it!						No	Work
Yes, as shown	It is hard to access the design guide through the links provide. However, as a business owner who exclusively uses a bike to come into the city from the western suburbs, I am very pro this initiative	This looks like it would expose cyclists to increased vulnerability and exposure to car fumes.		Can't comment as I don't have info on this			No	Work, Play (e.g. Leisure, Recreation, Entertainment, Dining), Shop
No, do something different	I understand that this is not a viable project when comparing the use by Bicycles reported at around 180 per day cycles, based on currently available figures would be using the franklin street proposal. Economically not viable, especially considering the dramatic loss of income the council faced through the Pandemic. When discussing this plan, was any consideration of those riding cycles into the city, to what the Cyclist would add to the economics of the city, compared to the cost of installing the Bikeway? One believes the Council lost huge revenue from your vehicle car parks, mainly due to the Pandemic and businesses have start work from home. One would have thought that considering a "Bikeway" that will have a detrimental effect on 1000's of businesses and offer nil additional income to the city, was a plan that was and to be ill-conceived with absolutely NO benefit to 99% of the city residents or commercial business. In fact, will have the reverse effect and would cost the Council Millions of dollars to achieve no commercial financing for the council and the rate payers. One may also suggest the "Bike-Way, of Halifax and Start Streets is a good example of the results you could expect from the current proposal. I strongly suggest the council reconsiders any plan that affects the right of way to the business within the city CBD	Removal of far too many vehicle parking places, servicing current Businesses, Schools, Churches, and many other commercial outlets. NO return on investment of the Bikeway	NOT necessary or viable, considering potential use and Council budgeted expenses. No return for the council of the Ratepayer or business leased premises	Is totally inadequate. If instigated current CBD business on the proposed Bike-Way plan, would require companies to reconsider their Locations in the CBD and many on the proposed plan, may have to move to the suburbs to allow customers access to their businesses. How many offices, Commercial premises in the CBD, are currently vacant?	Not commercially viable under the current environment and would be a massive strain on the Council's finances, if the Councils was to proceed with the bikeway	I am the Principal of Couriers, who have operated our business in the CBD for the past 25 years, when we launched our family business in Post Office Place, later moving to 151 and then 159 Franklin Street. We currently operate the largest privately Owned Courier business and with our planning, it is imperative we have a Central Location serving, as well, utilizing our central location with Couriers dropping and collecting small parcels for deliveries in and out of the CBD. We also operate a City Bike and City Scooter delivery service for the CBD and currently the Adelaide Councils' preferred Courier Service and have been for many years. Limiting or removal of any car parks or access in front of our business, would definitely cause hardship to the business and affect the service we currently offer. This would no doubt place our company with the difficult decision to remodel our very successful South Australian Family business and would need to seriously consider to relocate out of the city This would have an immediate effect on some 50 plus families that operate within our service and certainly affect delivery services to Adelaide CBD business District	No	Work, Shop, Business Owner
Yes, as shown		Looks good.	Be sure to add some signs for directions and about use for pedestrians cycle use.			More links across town would be great. A signed route to link Craters Veloway (from City, Linear Park, etc) would be fantastic.	No	Play (e.g. Leisure, Recreation, Entertainment, Dining), Shop
Yes, as shown		It looks like a good concept and would be nice to ride down the middle of the road. I am a little concerned how well it will work on the proposed route with so many cross roads and traffic crossovers through the bike lane.	That it has taken far to long to get constructed		I think the improvements to the street of greening and increased area for pedestrians and cyclist taken back from cars and visual/physical barriers between cars and bikes greatly improves the street scape. Increased plantings breaking up the bitumen pavement make a much more visually appealing street scape and help reduce heat island effects.		No	Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)
No, do something different	It is already difficult to find car parking along the West end of Franklin St. We have some visitors that attend our office for meeting and training where they have limited ability to walk long distance. We also have volunteers that work in our office. There was less car parks available out the front of our building this would impact our volunteers, customers and no staff as they would be required to park further away, it wouldn't be easy for them to move their car regularly and they may end up needing to pay for parking on other streets or in a car parking facility.		I'd like to see carparks stay as they are.	This design reduces carparks	no	no	Yes	Work
Yes, as shown	Please expedite the building of bicycle lanes throughout the city. Climate change is fast becoming more serious, and it is imperative we promote clean, green alternatives.				A good idea		No	Study, Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)
Yes, as shown	Let's make it happen!		Could be good if the bikeway is protected from traffic. Removes conflict points at driveways and cross overs along roads and is less likely to be used by pedestrians.	Parking should be a low priority. Less parking is better.		All on one through street combination (eg Flinders/Franklin) without a dog leg on Gawler Pt would be better.	No	Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)
Yes, as shown		Doesn't seem necessary.	It looks good. I feel that the current arrangement of car lanes at the western end of Franklin St next to West Toe is quite dangerous as a bike rider. Two car lanes merge into one very soon after cars turn right into Franklin St from West Toe, and often cross into the bike lane at this location.				No	Work
Yes, as shown		prefer kerbside bikeway but can see advantages to centre of street to avoid conflict between cyclists and users of public transport	prefer concrete buffer to flexi-posts where possible	the best CBDs around the world discourage private car use and instead encourage active modes of transport	The greener the better		No	Work, Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)
Yes, as shown	I think it is useful to have separated bike lanes east west, but can not find link on your website to page 11 only to pdf document south.	I thought this was Adelaide? Maybe this is something you talk about on page 117 but I can not find link	yes, the trouble I find with a dedicated bikeway is that they seldom get swept and fill with debris: glass, dirt and vegetative matter. In consequence I have a preference for the car lanes, because using the bikeway causes too much damage to my tires and tubes. This is not a trivial issue and I see many new bikeways shunned because they are either too convoluted or covered in trash. It is important to build this expensive infrastructure: but if there is not a dedicated program for its maintenance, then they are just tokenistic programs designed to fail, or designed by non-biking engineers who have no idea of the importance of maintaining a clean surface for the cycling public. I recall the only time the bur down under went to Manurewa: the racers that were in charge of the finish were so ignorant of the requirements of the racers that they did not even bother to sweep the roads on the last corner into the finish: great pile up with million of dollars of cyclists and bikes in a heap, and what would of been an exciting conclusion to the race destroyed as too the credibility of the TDU organisers who appeared as just a plethora of hiccups. If you what to witness this just check out the bikeway that follows Park Toe in front of the swim centre, build it and they will come, not bloody likely its full of debris. I take my chances with the cars, better that than a damaged front wheel.	no	maintenance program to clean bikeways		No	Study, Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)

Yes, as shown	Sees like it will work	Would be cheaper to build but complicated for the cyclists and reducing traffic.	Looks good	127	People will work around it	OK	I use this route everyday - so is great - bring it on ASAP.	No	Work
No, do something different	I am writing as Chairperson of the Church Council. The proposed bike-way will significantly affect the parking in front of the Church on Sundays when Church services are held and also on Saturdays and weekdays when events such as weddings and funerals are held. It is important that there is space out the front of the Church for the vehicles such as wedding cars and hearses. In addition the Church is used for concerts on weekends and during the week and is also used by the Chinese Christian Church for their services on Sunday afternoons and during the week.	Bikeways are important for a range of reasons including reduction of traffic in the city, and this is supported by Pilgrim Uniting Church, however we request that the Adelaide City Council take account of the affect of such a proposal on the requirements of a busy Church such as ours, used for a variety of faith and other purposes.	No comments, see comments above.		Having a bikeway outside of the Church will significantly affect us on a day to day basis.	No comments	Our suggestion is that the bikeway should not be located in the centre of Adelaide.	No	Business Owner
Yes, as shown	I would strongly prefer for this bikeway to run along Wakefield Street, but as a compromise anything running East-West for cyclists is better than nothing.	Happy with a separated bikeways approach - I couldn't find the Sydney proposal.	A separated bikeway is preferable to reduce risks.		Anything that can be done to minimise car doors opening on cyclists would be an improvement. A separated bikeway should go a way to address this.	No	The biggest risks I encounter on my commute through the CBD are riding into opening car doors, people doing speedy u-turns in cars, electric scooters being used in the bike lane, and pedestrians crossing wherever they want (often not looking first). It's a real shame that this bikeway couldn't be constructed further north (ie. Waymouth St) as the new proposal is several streets out of my way (entering CBD via Rundle Road and riding to UniSA's City West campus near light square)	No	Work
Yes, with minor changes	an overpass at west terrace would remove potential for car/bike interactions and accidents	this is a great idea - it essentially replicates the interactions between the trams and other vehicles which drivers are getting used to with the tram extension. would work well with an overpass of west terrace too	no	no	no	no	I ride to work every day along a variety of routes including Franklin St. I'd drive if I used Franklin St. Signage and education of road rules and behaviors around vehicle/cyclist-pedestrian interactions is more important than the infrastructure itself.	No	Work
Yes, as shown								No	Work, Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)
Yes, as shown	The route will give low-stress cycling access to the city. This is very much needed.	The centre of the road option in the info pack is untested, unsafe, and unfeasible.	The design is safe and comfortable including for families, teenagers & the elderly.	No.	There are important for many reasons, including making the bikeway more attractive for users.			Yes	Live
No, do something different	Unsafe for children getting dropped off at schools on Wakefield Street.	This could be a good option, particularly for the Wakefield street part where schools will be impacted.	The design itself is ok, the location is not		The parking layout would mean the my disabled son would be exiting the car into traffic (needs to use right side of car for access). This would be extremely dangerous. Another parent would need to get themselves into a wheelchair in traffic, which is also very unsafe. Could the bikeway be developed in a different street to avoid the schools?	Street improvements are fine, I don't have particular concerns with those.	The route could be better if it did not use Wakefield Street to avoid parking issues with schools. Could the bikeway continue along Finders Street to the parklands?	No	Work, Study
Yes, as shown	Flinders Street a better option	I dislike the idea. The pathways need to be such that they can be confidently used by people aged 8-80. Being exposed to moving vehicles both left and right without a firm barrier is very confronting and is unlikely to be used.	Yes, not appropriate - confusing interface with pedestrians, too many crossings, danger from left and right		Not clear how you will manage Gawler Place giving the presence of the multi storey car park		Please consider extending green road surface treatment across the intersections to remind motorists turning they do not have right of way and are crossing a 'lane'.	No	Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)
Yes, as shown	Good mixture of treatments given all the challenges of crossing, loading zones, etc.	Seems to resolve possible issues around bus stops, loading zones and possible conflicts with errant pedestrians as there are many opportunities for these issues to arise. Potentially could be safer although restricts cyclists access to shops and businesses, would certainly suit work commuters.	Not clear how you will manage Gawler Place giving the presence of the multi storey car park		Minor loss of parking in low demand areas, parking is a non issue with the proposed layout.		Added vegetation always a great improvement, good for the city.	No	Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)
No, do something different	Our medical clinic is at the eastern end opposite Christian Brothers College. The morning drop off and afternoon pickup, as well as after hours sports events, nightly and weekends sees a rapid turnover of parents parking and leaving. They would be crossing the laneways constantly during these periods and the proposal represents a significant risk of injury and death as these manoeuvres occur. These times are a virtual frenzy and there is no doubt that the proposal represents a danger to children cyclists and drivers. There is also a continuous stream of residents leaving and arriving the carpark of the residential building complex opposite the school. Having a bike lane with a narrow right (not directly outside) is a real disaster for cyclists. Cyclists already have enough problems with drivers not paying attention to cyclists approaching from behind and open doors without looking; passengers will be far more likely to alight from a bus without looking for any cyclist approaching from behind.	In addition to the dangers, parking access is essential for the survival of our business. Removal of any parking will severely impact on parents attending our Accredited Healthcare Clinic	See my concerns regarding pick up and drop off of schoolchildren at CBC		If parking is lost access to our medical clinic will be severely impacted.	see above	Nice idea. But impractical and dangerous on Wakefield Street. Choose Franklin Street as a better option	Yes	Live, Work, Shop, Business Owner
Yes, with minor changes	Raised concrete barriers provides no margin for any error. Some cyclists treat the commute home like a race and if the bike lane is narrowed without room for passing cyclists (unlike an existing bike lane with only line marking on roads) there is a greater risk of being hit by another cyclist.	Do not like this idea. Increased risk getting on/off and greater likelihood of collision. The problem is people have trouble adapting to significant change, and equating a driver to change behaviour where they need to look for a cyclist in a different position to usual I would expect to be problematic.	I like the concept, not convinced on the execution. Do the designers frequently use these roads and at various times day and night?		Potential to cause cyclist and pedestrian collisions.	no comments	Get rid of street parking during peak times, and turn it into a clearly defined bike lane. Ensure narrower sections of roadway don't provide for street parking 24/7 (on example is heading west on Franklin into Bentham St, the parking is very narrow, there is very little room for cyclists; none if someone opens a car door at the wrong time - happens far too often!)	No	Work
Yes, as shown	I like green space, but these areas also block the view when it comes to separated bike and vehicle lanes. Too many motorists don't see cyclists or try to 'bust manoeuvres' and turn left cutting them off. Blocking the view with wrong type of separation increases the likelihood of a collision.						When heading west on Franklin, after crossing Morphett, currently the inside car lane disappears, this is a dangerous section for a cyclist in heavier traffic.	No	Work
Yes, as shown	Good compromise. Only 2 corners.	Separate is safer.	No	OK	Agree		The east/west bikeway is in need of improvement, but must work well for cyclists and motorists.	No	Play (e.g. Leisure, Recreation, Entertainment, Dining)
Yes, as shown	The central median should be concrete not simply line marking. Where appropriate (e.g. western-most end of Franklin St) it should be designed to facilitate safe movements and people using mobility devices (like e-scooter and mobility scooters). There is no indication of how the detour down Gawler Place - from either Wakefield or Flinders Streets - will be addressed.	City of Sydney's design is based on extensive public transport movement in the affected streets AND it has involved removing a City bound traffic lane. Franklin and Flinders streets do not have these issues and are ideal for uni-directional protected bike ways on either side of the street. Wakefield Street does not have the same volume of bus movement or number of stops as the City of Sydney is dealing with. Access to and from the bus stop can be readily facilitated as per your photos on page 9.	Concrete buffers are important for safety. The design allows opportunities for planting and this will ensure visual amenity for all road users. Green surfacing at driveways and intersections are important for safety.		Parking on the outside of the bikeway will stop car dooring by drivers. The bikeway barrier provides passengers with space to wait before crossing the bikeway.	Once this gets to detailed design every opportunity needs to be taken to incorporate greening and water sensitive urban design elements.	The bikeway should continue the entire length of Flinders Street.	No	Work, Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)
Yes, with minor changes	The proposed bikeway should be wide enough to allow two abreast cycling. The edges of the bike path should not present trip hazards or hazards that would result in a loss of control. For example, the Frome Road Bikeway looks aesthetically pleasing, but it has dangerous edges with no run off protection which could be hazardous at higher speeds. The material chosen should also be smooth with a low rolling resistance. The Frome Road Bikeway does not have the smoothest path surface, although it does look visually appealing. The Tookitoo one option looks low cost, the paths are visually unappealing. Are these able to be designed to be more visually attractive? There should be some provision for the use of innovative smart city technologies to recognise the presence of cyclists, maximise speed and safety (such as by having a signalling system, particularly at intersections). The sharp link in the route via Gawler Place is unfortunate in reducing diversity of the route and this is likely to be a disincentive to cyclists focused on city destinations in the East End. This diversion will probably result in cyclists ignoring the designated route where it doesn't make sense. The East/West bike route should be as close to the Hindley Street/Rundle Mall/Rundle Street axis as possible and parallel with it along its whole extent. The proposed route appears to be a sell-out to the car lobby who object to cyclists along Pirie Street.	It's a novel idea, and could work well providing that cyclists have adequate protection and warning from motor vehicle traffic. Speed limits along roads with this facility should be reduced to 30km/h to minimise the risks of conflict between cyclists and motorists.	It seems somewhat conventional and more about making the affected streets look attractive rather than necessarily increasing cycling activity and safety. Secure bicycle parking and the role of shared E-scooters should be addressed (perhaps with separate lanes). Council go to a lot of effort to install parking for motor vehicles but do very little to encourage adequate secure bike parking that is not exposed to the weather.		For cars? For bicycles? More appears to be provided for bicycles. There should not be parking for cars along roads with bicycle facilities. Car parking should be off-street on bicycle routes with the only parking for setting down of passengers (i.e. for taxis and delivery vehicles). If parking has to be provided for cars, why not mandate that only zero emission vehicles can park in such spaces and have battery electric vehicle charging posts? It would be preferable to have much more space devoted to active transport (i.e. pedestrians, cycling and space to relax in), than have this devoted to on-street parking which is so short term and costly that it has little genuine functional value to people needing to conduct business in the city.	They seem to be acceptable if somewhat controversial. There's no issue along the east/west route as it's a one-way street. It may be implied in one of the design sketches which is not very visible when cycling numbers are high.	The existing east-west bike route is a much better functional proposition than what is proposed. Cyclists are human powered vehicles and therefore, routes need to be as direct as possible to avoid a frustrating experience. It's not clear to me why the route diverts away from Pirie Street when it should be as close as possible to the Rundle Mall axis. Cars have no engines in them-it's no huge inconvenience for a motorist to have a slightly longer trip to reach their destination, but it's a big inconvenience to a cyclist to have to take a circuitous route. The City of Adelaide claims to be serious about becoming carbon neutral, but to do this, people that use the city need to see this being supported in the built environment. Giving the domain of Pirie Street completely over to cars is a nonsensical move. Indeed, every street within the City should be accommodating of cycling. To do that would require appropriate speed limits being introduced (i.e. of 30km/h throughout the local street network of the City of Adelaide) and a lot more cycling infrastructure than is currently proposed.	No	Work, Play (e.g. Leisure, Recreation, Entertainment, Dining)
Yes, as shown								No	Work, Play (e.g. Leisure, Recreation, Entertainment, Dining), Shop
Yes, as shown		The Oxford design is a step too far for vehicles to comprehend.	The toolkits look effective to control crossover, entry and multi-purpose sections			Planter box dividers are pleasant to the eye.	Once well defined, I think the joining of W+E will add confidence to recreational and commuter cyclists.	No	Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)
No, do something different	I believe that using Franklin Street for the bikeway would be a big hindrance to the area especially when getting close to West Terrace. St Marys College is a large school almost spilling at the seams which cause major traffic issues in the morning during peak hour and of an evening. The added complication and reduced parking spaces would only increase this area of current hazards. Every day I see people parking illegally at peak times (despite being fined by inspectors it seems to have no impact) and at times doing manoeuvres in their cars that are often unsafe. St Marys college has spent a lot of time and money on its new front entrance and this cannot be undone. The pickup/dropoff zone is not able to be moved elsewhere due to lack of space and even the side street - Gray Street is too small a road for such a zone (also don't believe the residents in that street would love that either). St Patrick and a bus stop interferes with any reasonable collection zone at the back of the school (Grote street). I think these types of things are a wonderful improvement for our city but feel this is not the street to do it on. Ultimately the safety must be paramount in making such decisions.	We do not have the room for such a way without disadvantaging the majority of the users of these roads. Does that mean we end up with the tram situation where you can't turn across into a street I feel that people get frustrated and do dangerous erratic things when they can't get through to where they want.			I have been unable to find that on the document but I can only see a reduction not an increase.	No	Choose a street that is not going to affect existing use in particular large schools. Sure in the middle of the day it is quiet but this is not the case at the beginning and end of the day.	No	Work, Study, Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)
Yes, as shown	Please get on with putting it in place - this should only be a starting point - every street needs to be a safe street for cycling	prefer the edge of the street not the centre but protecting the journey of bike riders is key - it could be trailed to see how it works in practice	The Frome Street approach works well although intersections need to be thought through - there should be more greening and trees along all routes - also make sure pedestrians are safe especially people with vision issues / disabled / children		There is plenty of parking on the street in the city - this is not an issue and the layout looks fine as long as cyclists are protected from door strike and there is space for them	looks good - just make sure it's also greener	Not too fussed about route - should be considered as a starting point not as the only east-west route - happy for it to be put in place as a trial and see how it works and adjust as many other cities do now	No	Live, Work, Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining), Business Owner
Yes, as shown	It is so much better to ride a bike on a separated and protected bike lane. It is the only way to attract more people on bikes. The demand is there, it just needs to be enabled.	but don't think it is a good idea. It is not best practice. It makes stopping and using local businesses unnecessarily difficult.	I support it.		Not really, it looks like Frome Street which works very well.	I support them. More greening would be welcome. The natural shade from trees makes walking along city streets so much more pleasant. The new (and older) trees on Frome Street seem to be thriving.	None. I am glad this is going ahead. Please don't stop here. There is no reason this sort of thing could be installed on more city roads to make a useful network.	Yes	Work
Yes, as shown	I am in favour of the bike path. However my main priority would be to implement a bike path on North Terrace (a street which does not even have a painted bike lane in some parts). This would not require as substantial a separation as Frome Rd, as any kind of small separation between bike path and car is satisfactory (i.e. a small kerb). I believe this should be a priority due to the volume of bike users which try and use this major (and very wide) thoroughfare, with direct links to uni, business, entertainment precincts etc.	I would prefer a separated bikeway on the sides of the road - I believe this benefits not only cyclists but also increases the enjoyment of the street for pedestrians and can be beneficial for businesses e.g. nicer for outdoor dining, encourages more cyclists to stop and visit businesses	Very happy another bikeway is being implemented	No	All in favour		Nothing further	Yes	Work, Study, Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)
No, do something different	We require car parks along Franklin Street for public and Courier parking. The loading zones are usually taken with public vehicles or far away meaning drivers have to walk longer distances to deliver parcels.	I guess if removing bike lanes from the side of the road allows enough room for cars still to safely drive past parked vehicles and they also avoid people opening their doors but I do not feel Franklin St is wide enough to handle a bikeway in the middle lane.	The proposal should have been for a straight East/West Bikeway Flinders-Franklin or Wakefield-Grote Streets as having to go down Gawler Place does not look feasible as it would remove even less parking Couriers require to access places like Victoria Square that are very hard to get close to.		Removing Angle parking for Parallel parking will reduce the amount of parking zones available.		Grote Street has just gone through a major upgrade and this would have been a better option to also include the bike lane. It would then meet up with the Westside Bikeway to Glenelg.	No	Work

<p>Yes, with minor changes</p> <p>Top No.1 Flexi-posts. This is a great idea for the proposed Wakefield Rd/St section, for reasons see answer to Q6 below. The permanent bikeway can then be built on Flinders St once a future sensible bike-friendly council has been elected, or the savings spent on other seriously needed well designed bike infrastructure.</p>	<p>Yes: It's dangerous and untested, unlike the other designs presented which are being successfully implemented elsewhere in Australia and around the globe. It's difficult and unsafe for cyclists to access, has limited opportunities for stopping along the route, denies business the economic benefits that are generated by spontaneous patronage by cyclists, has no space for shade planting thereby exposing cyclists, unlike footpath-side design with street planting, etc.</p>	<p>Ensure that it has a minimum safe width of 2.5 metres, including at hotel and other entrances. Patrons and pedestrians have to get used to it, like anything else.</p>	<p>Ensure that there is no opportunity for encroachment of further parking. If parking is eventually eliminated, ensure the space is made available for cycling, walking and footpath activities, not cars</p>	<p>Plant permanent, in-ground trees where possible. Replicate the existing Frome St bikeway planting which has been very successful. Ensure the whole length is well lit. The existing Frome St bikeway has good lighting at the northern, city end but there unsafe, poorly lit sections at the southern end</p>	<p>•Commuting cyclists approaching from the east, on the established William St bike route, may find it inconvenient and counter-intuitive to cross south onto Wakefield and then back north to Gawler Place to get into the city when there is an existing parkland track that connects directly to Flinders St. This also gives cyclists to turn off before getting to Gawler Place rather than over shooting. •The numerous bus stops on Wakefield St impede movement and are likely to be a disincentive for commuting cyclists to use the bikeway, especially at peak hours. •I suggest that the Franklin St section is completed in stage 1 as designed and the Wakefield SR/RD is constructed as a low cost temporary solution (with Top No 1 from the kit) until a post-construction survey establishes what the usage of the route is (who, when, destination etc.). I imagine that in both directions the majority of cycling traffic is destined for the city centre rather than as through traffic. •Continue the Gawler Place contra flow south along Chancery Lane to make a better north to south connection to Halifax St. •Create a paved link through the Wakefield St median (refer Omond Terrace Newwood on the William St route) to complete the north-south connectivity from the east end of Rundle Mall through to Halifax St via Wyaltheide streets and Dwell Place to Chancery Lane. •At traffic lights create bike boxes beyond pedestrian crossing wherever there is a dedicated left turn lane approaching from the right and/or a kerb protrusion. This makes cyclists much more visible to motorists, especially those turning left. •Extend the green surface onto all the bits of bike way at intersections (i.e. across the concrete ramps etc.)</p> <p>Yes</p> <p>Live, Business Owner, Work, Play (e.g. Leisure, Recreation, Entertainment, Dining), Shop</p>
<p>No, do something different</p> <p>I am a regular cyclist, for commuting and moderate level exercise. I use Frome Rd regularly. I believe the design of this bike lane is dangerous. I have had multiple instances of near misses with: 1. Cars turning left in front of me - who have had the ability to see me diminished by the parked cars. 2. Cars emerging from minor side streets and understandably, from their perspective, continuing towards Frome Rd until they can see past the parked cars to view the vehicle traffic to judge whether they can enter. The effect of this is that the drive straight across the bike lane. In my view, using the road along Frome Rd is safer and more relaxing than using the bike path.</p>	<p>That looks as though it may address my concerns above - but I have not experienced a similar design.</p>	<p>Perhaps this is better placed here than in 2? I am a regular cyclist, for commuting and moderate level exercise. I use Frome Rd regularly. I believe the design of this bike lane is dangerous. I have had multiple instances of near misses with: 1. Cars turning left in front of me - who have had the ability to see me diminished by the parked cars. 2. Cars emerging from minor side streets and understandably, from their perspective, continuing towards Frome Rd until they can see past the parked cars to view the vehicle traffic to judge whether they can enter. The effect of this is that the drive straight across the bike lane. In my view, using the road along Frome Rd is safer and more relaxing than using the bike path.</p>	<p>I live on Wakefield St, so would be sad to lose the parking for visitors to my apartment, but I understand that is a very localised concern, and don't want that to be too heavily weighted. I like parking available near my house, but I do support increasing the bike friendly nature of the city</p>	<p>The dog leg and turning right seems quite ridiculous. If we are going east west, choose one road...</p>	<p>Yes</p> <p>Live, Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)</p>
<p>Yes, as shown</p> <p>Any dedicated E-W route to through the city will be welcome</p>	<p>Provided it is wide enough to allow safe passing and that other road/pavement users are made aware of it. For instance, the one way car. Two cycle streets in the City are often dangerous and a cause of confrontation between cyclists and motorists due, in my opinion, to poor signage for the motorists.</p>	<p>See above</p>	<p>See above</p>	<p>The bikeway should be on Flinders St</p>	<p>No</p> <p>Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)</p>
<p>No, do something different</p> <p>As a courier driver servicing many businesses, government offices etc in the Franklin St, Wakefield St and Gawler Place this design would make my work very difficult. Design pictures show lanes of traffic in Franklin St. How is this going to happen with accessed stands in the middle? Parking on Franklin St east is at a premium. Rarely a vacant spot. Likewise parking on Wakefield St. If a business is unable to get their deliveries received in a cost effective and timely manner they may think of moving their business elsewhere. There would be increased costs associated with deliveries as they would take longer. Then there is chance that no suitable loading/parking spots are available in the side streets like there is now. Just have a look at the availability of loading places in Eliza, Young and Pitt Streets, Gawler Place, Chancery Lane and others</p>	<p>Franklin and Wakefield Streets are extremely busy all day. Even more so at morning, afternoon peak and school pick up times. One lane with no way of allowing 10 or more vehicles at a time near a school just won't allow traffic to flow freely</p>	<p>See above</p>	<p>See above</p>	<p>How about 1 way traffic in Friis and Wymouth lanes. Retain the parking and loading zones as they are. Cars use an existing lane and cycles can travel in both directions in the other lane. The vehicle lane can be moved 500mm to 1000mm closer to the kerb.</p>	<p>No</p> <p>Work, Play (e.g. Leisure, Recreation, Entertainment, Dining)</p>
<p>Yes, as shown</p> <p>As a cyclist and worker and shopper in the city on weekdays and weekends I am a keen supporter for safety reasons and increased liveability of the city, reduced congestion and better health outcomes, to allow for dedicated bike lanes</p>	<p>I like this as a cyclist and would welcome parking space loss.</p>	<p>gaps in medians do create some risks and should be minimised where possible</p>	<p>not having car parks will not stop me from visiting businesses such as the Franklin hotel. It is a short walk from tram stops and I have been there before and will continue to do in future</p>	<p>I like the planter box ideas for vegetation</p>	<p>I suggest council approve the designs as shown. ASI I saw the lord mayor on TV it is a balancing act, and you will never have 100% approval. Just Build!!!!!!</p> <p>Yes</p> <p>Work, Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)</p>
<p>Yes, as shown</p> <p>I support increased safe bike paths within the city</p>	<p>I would prefer a bikeway on each side of the road</p>	<p>The Sydney scenario appears to accommodate a dedicated public transport bus lane which is understandable but to introduce this measure here just to accommodate ongoing private vehicle parking on each side is almost obscene. Cycling in the middle of the road is not going to be an inviting nor safe scenario especially so if just to delay the inevitable removal of on street car parks in the CBD. The car parks in the Sydney scenario are obviously long gone and likely they went without much public consultation as I concerned motor vehicle infrastructure changes.</p>	<p>Car parks have to go as they done in all inviting major cities in the developed world as they grow busier. Learn from recent parking removals and road restrictions in Paris and London in response to the cycling explosion in the public response to Covid. Elected council misgued links from carparks to customers as unfounded as studies have proven. I suspect they are more concerned with their own parking arrangement. Adelaide Council's Covid response with 'Drivers Month' is an intentional embarrassment.</p>	<p>Painted lines and flexible bollards looks very much like a temporary solution, so perhaps there is thinking to re-align in future to remove the dog leg. The more plantings that can be incorporated the better. Gum trees are nice and I'm not scared of them.</p>	<p>No</p> <p>Work, Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)</p>
<p>No, do something different</p> <p>It would significantly impact on traffic flow - parking spaces for businesses would be significantly reduced.</p>	<p>No sure how the cyclists are going to get on and off the centre safely without causing traffic delays for cars</p>	<p>Will impact on traffic flow from east side of town to west</p>	<p>Insufficient parking for surrounding businesses</p>	<p>Don't feel that there is going to be any improvement</p>	<p>No</p> <p>Work, Business Owner</p>
<p>Yes, as shown</p>	<p>I do not like this idea - favours cars but seems very strange for cyclists.</p>	<p>I'm sure cyclists will use either end of the bikeway to enter and exit the CBD but I don't expect many, or any, will follow the full dog leg path. Specifics of the design details I am happy to feed up to qualified traffic design consultants.</p>	<p>I like that parking could provide an additional buffer between bicycle and car traffic</p>	<p>It needs to be done.</p>	<p>Yes</p> <p>Work, Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)</p>
<p>Yes, as shown</p> <p>My family lives and works in the City. This is an important upgrade to the infrastructure of the City to improve safety and increase vitality. Please get on with this and I look forward to a future city transport network that prioritizes active transport.</p>	<p>Untested, unsafe, and unfeasible.</p>	<p>If it is segregated this should be fine provided it is segregated. I find the Frome street curbside design a little dangerous sometimes when pedestrians aren't looking and step off the curb.</p>	<p>No</p>	<p>I and my family look forward to regularly using the new safe infrastructure.</p>	<p>No</p> <p>Live, Play (e.g. Leisure, Recreation, Entertainment, Dining), Shop</p>
<p>Yes, with minor changes</p> <p>Prefer bike lane goes down Wakefield and continues down Grote rather than the current dog leg detour design up Gawler and down Franklin</p>	<p>Untested, unsafe, and unfeasible.</p>	<p>I am in favour of it as I travel regularly east to west across the CBD and find it quite dangerous, particularly during peak hours with cars coming out of side streets</p>	<p>I like the planter boxes</p>	<p>Significant improvement, street improvements will make the bike lane more desirable to use as well as improve the vibrancy of the street making it more attractive for visitors</p>	<p>Although I am not in favour of the dog leg down Gawler, if pressed I would accept it if council would consider continuing down Grote Street (my preference).</p> <p>No</p> <p>Shop, Work, Play (e.g. Leisure, Recreation, Entertainment, Dining)</p>
<p>Yes, as shown</p> <p>This design is great and a significant improvement on the status quo.</p>	<p>Ensure there's enough space in the bicycle turning lane between the bike lane and the street</p>	<p>Ensure there's enough space in the bicycle turning lane between the bike lane and the street</p>	<p>I like that parking could provide an additional buffer between bicycle and car traffic</p>	<p>An east-west route directly through the city (without the Gawler Place zig-zag) would be ideal, but I do not want to prefer the bike of the pool. And I hope the success of this route will lead to further bicycle lane developments in the CBD.</p>	<p>No</p> <p>Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)</p>
<p>Yes, with minor changes</p> <p>It should be a straight bike pathway, no zig-zags.</p>	<p>I used to bike on a bikeway like this in Washington DC and it was terrible. Lots of confusion and near-miss accidents.</p>	<p>Bikeways that are fully separated from the road (e.g the north-south bikeway between Flinders and Wakefield Streets, including visual measures such as different coloured pavement and vegetation seen to promote a feeling of safety and encourage use by cyclists who may usually be uncomfortable with cycling on the roadway.</p>	<p>The design must ensure that parking does not impact visibility for turning vehicles to see approaching cyclists.</p>	<p>I'm in favour of the improvements occurring as part of the works.</p>	<p>No</p> <p>Work, Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)</p>
<p>Yes, with minor changes</p> <p>Yes, however the light corner shown in the sketch for Toolkit 1 (example using the Benjamin Franklin Hotel) creates a hazard with high volumes of cyclist flow, promoting people to not keep left on the bikeway. Toolkit one needs careful design consideration to discourage pedestrians from using the bike lane as a footpath.</p>	<p>I support this approach as it gain DfT approval, however consideration needs to be given to preventing accidents caused by vehicles turning right across the bikeway. Of particular concern is the large blind spots of heavy vehicles.</p>	<p>(1) The diversion through Gawler Place increases conflict with pedestrians and traffic; the diversion is likely not along the desired lines of travel since it will add two traffic-light controlled intersections, of which one is a more difficult right turn. The guide gives no techniques for minimising the traffic and pedestrian conflict created by this choice of route. (2) The guide gives no treatment of the endpoints of the cycleway meeting existing infrastructure, despite gaps between cycling infrastructure being a well-known issue with cycling projects. For example, the map shows the bikeway crossing West Terrace, but there's no expansion of the traffic light waiting areas on the west side of the lights and there's no design guidance for protection of cyclists from left-turning heavy traffic on the east side of the lights (this is exactly the "VIC Death Zone" scenario which is a common cause of cyclist death in London).</p>	<p>(1) Care has to be taken that motorists and their passengers who lack mobility can navigate from car parking to the sidewalk. This might require a new sloped gutter, rather than the current high-sided gutter used to protect pedestrians from motor vehicles. (2) There's no bicycle parking shown at all, sort of missing the point of a bikeway.</p>	<p>(1) Bikeways offer many opportunities for shading and greening. This is why residents and business alongside bikeways report an improvement in streetscape. For some businesses the quality of the streetscape partly determines their revenue, cafes are a good example. Adelaide is notable for its lack of streetscape greening in the heart of the CBD, compare with Tokyo or Singapore. (2) Correctly handling bus stops is vital. The island is a good scheme. Where in the second illustration bus passengers step blind into the cycleway, it would be better to have small refuge hards for them to be seen by cyclists before both pedestrian and cyclist meet.</p>	<p>It would be preferable for the route to follow Flinders/Franklin or Grote/Wakefield for the entire length of the bikeway instead of using Gawler Place. Should this not be possible, cycle traffic needs to be heavily favoured at the intersections at each end of Gawler Pl to prevent accumulation of cycle traffic and to promote usage of the bikeway. This could lead to a situation where the bike lanes on Grote St or Flinders St continue to be used despite the construction of the bikeway for convenience. (1) The route alignment is poor. The incorporation of Gawler Place introduces unnecessary cyclist/pedestrian interactions. The treatment techniques for this tricky right turn are given nowhere in the Design Guide - if the turn has to exist it should at least be designed well. It's hard to think of a street-level scheme which is both rapid and navigable by a primary school child. (2) A rapid right turn into Gawler Place is vital - for the bikeway to work it has to become the desired route for east-west traffic. If the intersection is controlled by lights then a usual light rotation is not acceptable - cyclists will find a path without that minute's unnecessary delay. (3) Gawler Place parking is likely to cause issues: the route tunnels all the bikes in this sector of the City through a laneway - what fool is going to get out of their car at 5pm into the midst of that peak hour cycling traffic? (4) Cane needs to be taken with the design of the left turn out of Gawler Place into the cycleway, as the left turn exit is likely to be taken at speed. Traffic light control of the left turn isn't desirable, as the poor design will lead to it being disregarded. (5) The route crosses Victoria Square at Franklin/Finders, a area of high traffic density and high demand on drivers' attention and care. The City has spent a fortune on a two-lane traffic option at Grote/Wakefield - using the Square to cut traffic volumes into two crossings of half the traffic. There's no explanation why this crossing of Victoria Square is not preferred. A crossing at Franklin/Finders is likely to exceed the techniques offered by the Design Guide. (6) The design doesn't describe linkages to other nearby cycling destinations. The Central Markets being the prime example. Presumably that's Franklin-Bowen St - cross Grote St at crossing - Moonah St, and that Franklin/Bowen intersection should be designed and signposted. Similarly linkages to schools should be designed. (7) There's no design offered for the intersection of the EW and NS bikeways. Particularly any right-hand turns. (8) My final comment is that this bikeway has been a long time coming to the point where it raises serious questions about the ability of the City and its Council to deliver any cycling project. The state government is putting considerable funds into this project, with the recognition that it benefits many people in South Australia, not just the residents and taxpayers of the City. It's difficult to see that the Council has been a good custodian of those funds. The state's funds may have been better spent completing the Coastal Pathway rather than sitting in the coffers of a Council which lacks the vision to make</p>
<p>Yes, with minor changes</p> <p>(1) The Design Guide gives little attention to the integration between pedestrians and the bikeway. Crossing points are not planned, wheelchair users end up using driveways, pedestrian refuges between the bikeway and more dangerous motorised traffic are limited and ad-hoc. (2) There is no planning of cyclists exiting the bikeway to turn right; there's no alignment of a roadside exit from the cycleway with the right hand lane, or no bicycle box to facilitate a hold turn. (3) The motorisation of bikelane protection to protect left-turning cyclists is good. (4) Flexiposts are a poor option: the reason their lifetime is five years is that they pay them little heed. Use of flexiposts on the Hart Street, Semaphore Park bikelane is a case. (5) This 2018 DPTF project has areas of no remaining flexiposts only three years later. They essentially don't meet the key bikeway requirement of making city cycling safe for children. (5) The Design Guide gives inadequate guidance for dealing with the tricky crossing of King William Street at Victoria Square's northern point.</p>	<p>(1) Was this "proposed" by the City of Sydney when approached by the City of Adelaide? What other proposals did the City of Sydney give which are not listed in this guide? Having cycled in Sydney this is a very uncommon treatment in that City. (2) Successful mid-egge bikeways exist in Fremantle and in Barcelona. Fremantle is notable as being a long-hand bikeway. The Barcelona cycleway joins zones of pedestrian-visibility, which offers cyclists a safe way on and off the facility. It seems that the Design Guide's mid-road cycleway lacks the factors which have made this design work in the few instances where that has been the case. (3) The completion of the City of Adelaide's delivering bikeways is very 'late' in twenty years the City has delivered half a North-South bikeway, not even extending that a few blocks to a new high school. Designs requiring exceptional care are not achievable given the City's poor performance to date.</p>	<p>(1) The diversion through Gawler Place increases conflict with pedestrians and traffic; the diversion is likely not along the desired lines of travel since it will add two traffic-light controlled intersections, of which one is a more difficult right turn. The guide gives no techniques for minimising the traffic and pedestrian conflict created by this choice of route. (2) The guide gives no treatment of the endpoints of the cycleway meeting existing infrastructure, despite gaps between cycling infrastructure being a well-known issue with cycling projects. For example, the map shows the bikeway crossing West Terrace, but there's no expansion of the traffic light waiting areas on the west side of the lights and there's no design guidance for protection of cyclists from left-turning heavy traffic on the east side of the lights (this is exactly the "VIC Death Zone" scenario which is a common cause of cyclist death in London).</p>	<p>(1) Care has to be taken that motorists and their passengers who lack mobility can navigate from car parking to the sidewalk. This might require a new sloped gutter, rather than the current high-sided gutter used to protect pedestrians from motor vehicles. (2) There's no bicycle parking shown at all, sort of missing the point of a bikeway.</p>	<p>(1) Bikeways offer many opportunities for shading and greening. This is why residents and business alongside bikeways report an improvement in streetscape. For some businesses the quality of the streetscape partly determines their revenue, cafes are a good example. Adelaide is notable for its lack of streetscape greening in the heart of the CBD, compare with Tokyo or Singapore. (2) Correctly handling bus stops is vital. The island is a good scheme. Where in the second illustration bus passengers step blind into the cycleway, it would be better to have small refuge hards for them to be seen by cyclists before both pedestrian and cyclist meet.</p>	<p>No</p> <p>Work</p>

Yes, with minor changes	It is important for there to be adequate space between the bikeway and parked cars/bus stops/loading areas to prevent "dooring" incidents	This may be a simpler design but creates the issue of difficulty entering and leaving the bikeway	Solid barriers between the road and bikeway are preferred from a safety viewpoint (ie "lookit 2")	129 Ensure that there is adequate space between parked cars and the bikeway so that opened car doors will not encroach into the path of riders on the bikeway	The proposed alignment via Gawler place is problematic as it will require riders to make a right turn into Gawler Place when travelling in either direction. Right hand turns on a bicycle are the most dangerous turns to make on a heavily trafficked road. Otherwise pedestrian crossing lights will need to be used which will significantly delay travel times. I would be much more supportive of a direct east-west route which does not necessitate any turns	No	Work, Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)
No, do something different	The proposed design comprises the safety of children who must negotiate bikeways to make their way to their school	It's a great idea - anything to stop people doing u-turns across double lines on Wakefield St east would be great.	It is unsafe, risky to children, cyclists and the disabled.	It will not allow for people with mobility impairments to safely access footpaths/premises along the route.	They are a waste of money - money that may more wisely used to facilitate a bikeway that is inclusive and considerate of children on foot and people with mobility impairments	No	Play (e.g. Leisure, Recreation, Entertainment, Dining), Shop
Yes, as shown	Separated bike lanes is vital. I have been "doored" (ie parked car opening door onto oncoming cyclist) several times on my cycling commute into the city. This is dangerous and discourages people from cycling.	Provided it is safe and separated, I would not be opposed to this. Safety is key.	The dogleg is not ideal in the proposed route, but is still better than the current infrastructure (ie cyclists riding in unseparated cycling lanes, within inches of cars - it can be frightening). I am really just trying to get on with it and build something at this point.	We should be encouraging cycling over cars in the city. Reduction of car parks should not be an overriding factor in this discussion, that is a very short sighted view. To be a world leader in the fight against climate change the city of Adelaide needs to show leadership and courage in prioritising safe cycling infrastructure, so that cycling to work is a viable option for more people. The City of Adelaide and its businesses should have the confidence in the attractiveness of their location and services to believe that people will still visit even if they can't park directly outside of where they are going. Ironically, the focus on providing easy parking in the CBD takes up much valuable CBD land that could instead be used to make Adelaide a much more compelling place to visit and stay.	Street improvements are really just icing on the cake, safe separated bikeway should be the focus. The street improvements along then North-South bikeway are fantastic and what we should strive for, but only if budget allows after proper preparation infrastructure is provided.	No	Work, Play (e.g. Leisure, Recreation, Entertainment, Dining), Shop
Yes, as shown	It's important that as much as possible of the route has a buffer between the bike lanes and the traffic lanes to provide a safer cycling experience and that it is very clear at side streets and driveways who has right of way.	This type of approach works fine if cycling a long distance down a route but cyclists only travelling a fairly short distance may ignore the bikeway and ride on the road given the extra time it would take to cross to the centre of the road and then back again. While the approach is designed to make it easier for motorists to park, it does so by making it more difficult for cyclists to park/access roadside businesses. Intersections would also need to be carefully managed given motorists are not used to cyclists being located on their right hand side.	The link in the design is not ideal as it creates an awkward right hand turn in each direction that will need to be carefully managed. However, the priority at this stage must be to get a route built as the proposed design is clearly far superior to getting no bikeway built at all.	As mentioned my interest in this is as a parent who regularly uses Franklin St morning and afternoon to drop/pick up my daughter from Marny's and the impact the bikeway will have on me, mainly with loss of car parks. As far as the design of it I don't have any comments other than I prefer the design approach of a two-way bikeway in the centre.	Street greening will make the streets more attractive places to walk along and spend time and money.	No	Play (e.g. Leisure, Recreation, Entertainment, Dining), Shop
No, do something different	I imagine the afternoon school pick up will become extremely hectic. With less parka more parents will do pick up zone and it will be chaos. I am concerned about the safety of both students and cyclists in Franklin St and I'm not aware of any other place the school could have a pick up zone. With St Mary's being a junior school as well you need to consider the needs of these families who need to park and walk their child into the school and in the afternoon they will need to park and walk into the school to collect their child.	I really like this design. I think it safer for both cyclists and cars. Cyclists would be more visible to drivers if the bikeway was in the centre of the street. I'm a regular driver to the city to drop my child to school at St Mary's, we travel from the west and turn left into Franklin St and I park in the angle car parks opposite St Mary's. I have experienced a few scary moments with cyclists in the mornings. One in particular where a cyclist decided to cut in front of me as I was turning into the car park. The cyclist came out of nowhere and I don't know who was in the wrong but I indicated I was turning left into the car park and I didn't have any cyclists in my vision until this one decided rather than slowing down to take a chance and cut in front of me. Both my child and I were speechless and couldn't believe what had happened! It's also very tricky backing out in the mornings particularly if there is a larger car parked to my left. I'm always worrying about cyclists. Having a bike path in the middle eliminates that risk around the school zones with car pulling in and out frequently during drop off and pick up times. Maybe with this design we wouldn't lose as many car parks? Could the angle parks be maintained? I'm not a fan of parallel parks and especially in a school zone. I really don't want to have to do a parallel park for school drop off/pick up!	As mentioned my interest in this is as a parent who regularly uses Franklin St morning and afternoon to drop/pick up my daughter from Marny's and the impact the bikeway will have on me, mainly with loss of car parks. As far as the design of it I don't have any comments other than I prefer the design approach of a two-way bikeway in the centre. Toolkit 1 is definitely safer than what we currently have but it's the loss of parks so again I support the alternative design.	I think I have addressed my concern with regard to the parking layout in my comments as per above. I don't support parallel parks or reducing parks in and around Franklin St in the vicinity of St Mary's. Like the idea of street greening.	Please can the council prioritize this project! It feels like we have been waiting for it for years and years, and every day it makes travelling into and out of the city riskier for myself and many other cyclists! If someone is killed or seriously injured riding east to west in the city, while the council is still arguing about this project, that would be a real tragedy. Please please please just get on with it.	No	Work, Play (e.g. Leisure, Recreation, Entertainment, Dining), Shop
No, do something different	No bike lane via or through Flinders Street No bike lane via or through Flinders Street	No - no bike lane No - no bike lane	The design is not conducive to the facilitation of parking The design is not conducive to the facilitation of parking	As above (per Q3) As above (per Q3)	As above (per Q3) As above (per Q3)	Yes Yes	Business Owner Business Owner
Yes, with minor changes	While I support the concept, I do not support the proposed route where the bikeway moves from Flinders Street to Wakefield Street at Gawler Place. It needs to run the full length of Flinders Street for the following reasons: -Cycling infrastructure should be as direct as possible. The change in direction is likely to result in users leaving the bikeway to continue their journey by the most efficient route, in particular if choosing between waiting to make a right hand turn or continuing straight ahead -I use my bike to get around from the office (west of King William Street) to meetings. Most of this is north of Flinders Street. I'm not going to head south further away from my destinations in the east of the city in order to continue along bike way. The same will apply coming back the other way as I have to ride further south than necessary to get onto the bike way -Given the bike way is in a city context (ie no suburban) should be as close as possible to those areas that are fine grain streets that have multiple destinations - shops, businesses etc to minimize the time required to ride in traffic. The current proposal on Wakefield Street pushes the bikeway further away from those destinations -The northern side of Flinders Street is dangerous heading east from Pultney Street to Frome Street. The bike lane disappears, compounding the problems posed by angle parking. Cyclists are pushed hard over to the left and side of the road by the traffic coming behind them which means drivers reversing from car parks can't see us. There are also often large vehicles (AWD etc) that protrude into the lanes, which compounds thing. THIS NEEDS TO BE ADDRESSED IRRESPECTIVE OF THE NEW BIKE WAY ROUTE. The challenges on the southern side are similar, but slightly less problematic. -Gawler Place is too congested for bikes, especially given the car park located on the proposed route	A do not support - it is perhaps suitable for commuting longer distances eg to a major destination like the city centre, but not appropriate for a city environment where riders are accessing multiple destinations along the streets. City bikeways should be on the outer edge of the roadway.	The bus stop concept (Toolkit 3) creates a pedestrian/cyclist conflict which is less than ideal. This issue would be eliminated if the bike way runs along Flinders Street. The Toolkit 1 approach can be used as a pilot before embarking on a more experimental Toolkit 2 approach. Prohibitions will need to be carefully designed to avoid pinch points if riders are overtaking each other.	See dot point above re Flinders Street between Frome and Pultney Streets. The angle parking needs to be modified irrespective of the final route, otherwise parking	The proposed East-West bikelane should not go through any part of Flinders Street. The proposed East-West bikelane should not go through any part of Flinders Street.	No	Business Owner, Work, Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)
Yes, as shown	It seems like it would be better to just use one road rather than have to turn onto Gawler place, however I think there has been enough talk about this bikeway and anything would be better than nothing. So lets just get it done. I would love to be able to bike using the east west bikeway and connect to the Frome Street. I would make my commute to work much safer.	It is an interesting idea, I am not sure how well it would work. What do you do until you get to a place where you can get on the bike path? Adelaide? I would be hard to know how well it would work for you see it in use. I think I prefer the more traditional design.	I would like to see something nicer looking than just foot kit number 1. Tool kit number 3 seems like a great idea, it would be great to not have buses crossing over the bike lanes. I also like the idea of Tool kit number 2. Having the separation between bikes and car with a much safer when on the bike. The Frome Street bikeway works quite well.	People should bike, walk, scooter or take public transport not park their car in the city.		Yes	Live, Work, Play (e.g. Leisure, Recreation, Entertainment, Dining), Shop
Yes, as shown	I don't think this is the best option but we've waited so long due to Adelaide city council incompetence.	Sydney?? Why isn't it just a straight line?? So I'm riding my bike from the east and I want to go south. I have to go north to go south. You can't do this for roads for cars or why for bikes? While cyclists are still thought of as a centre fudge you'll never get it right. Pedestrians, cyclist, public tpt, cars - that's the order!	See last comment.	Build dot street car parking like u-parks.	The route is the worst. We should have 4 bikeways through the city. 2 heading north - south (Frome st and one on the west side of the city) and 2 heading east west (one in the north side of the city and one in the south). Also all surrounding parklands should have off street shared paths around the perimeter of each park and traffic lights should have separate signals for bikes - this would make it unnecessary for bikes to use right lanes to turn right and could turn from bikelanes.	No	Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)
Yes, as shown	I believe we desperately need a safe (ie off road) east west route in the northern part of the CBD. I am a reasonably confident cyclist however I will not ride on the city streets. It is very difficult to negotiate our city safely. I had to find a cycling route for my daughter to get from Mile End to Calvary Adelaide where she had commenced working recently and there wasn't a safe route. In the end she had to do a combination of footpaths and safer sections of road. This is not acceptable for commuting cyclists. We need this infrastructure for existing cyclists but more for potential cyclists. We could get so many more people cycling to the city with just a bit more off road infrastructure. And the money is already there!	Not opposed as long as its safe to get to the centre of the road.	I think we have a fantastic role model in the Frome st bikeway and we should be trying to emulate that as much as possible. I don't think that treatments such as flex-poles are acceptable either functionally or aesthetically.	I think this is a great opportunity to beautify the streetscape such as has been done on the southern end of Frome street bikeway.	The dog leg in the proposed route seems a bit absurd as it would make much more sense to have the entire length of Flinders - Franklin st and not have to deal with the buses on wakfield st. However I can see the merit in the current design and although it is not the best for traversing the cbd it does allow for cyclists to get into the centre of the city safely from both directions.	No	Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)
Yes, with minor changes	For a effective east west connection - the bike way should be from franklin street through to Flinders street.	Not opposed as long as its safe to get to the centre of the road.	make so it appears that pedestrians do not wander through the bikeway and not use the footpath	more trees!	Align the route from Franklin street to flinders street	No	Work, Play (e.g. Leisure, Recreation, Entertainment, Dining), Shop
Yes, as shown	I see a problem with inattentive drivers turning right in front of a cyclist and forcing them onto the wrong side of the road to avoid an accident, leaving them to recover (can take time to get over shock) in the path of fast approaching traffic. I would like to see a dedicated east west route that is safe and accessible. Wakefield St is currently used as a centre path. Likely law changes and education of both drivers and cyclists would be required.	I think this will be incredibly costly and problematic. I would prefer the proposed design so we don't delay any further.	Gawler PI could be widened a bit to accommodate the additional "against the flow" bike lane. A dual bike lane could be on the eastern side of Gawler PI to have south-bound cyclists at the curb and north-bound cyclists travelling with the flow and a lane for turning vehicles. Otherwise, Wakefield St is currently used as a centre path. Likely law changes and education of both drivers and cyclists would be required.	any improvement or greening is good	As a person that takes this route already, I understand the choice.	No	Work
Yes, as shown	Please expedite this - it will be making such a great and progressive change to our city.	I think this will be incredibly costly and problematic. I would prefer the proposed design so we don't delay any further.	As someone who works, studies and plays in the city of Adelaide, I would greatly appreciate a more efficient and safe cycling path through the city. I know of many who are put off cycling because of the traffic. This path will boost cycle traffic and add to the life of our city.	No - there is plenty of parking available. This design would encourage more cycling and less driving which will benefit businesses, health of the city and ease congestion.	No	No	Work, Study , Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)
Yes, with minor changes	Separated bikeway by side of the road, looks reasonable enough. I have many times ridden the existing ones, they work well.	It is appalling and dangerous. I would not use it. I would prefer to ride with the traffic, ie taking cyclists going and leaving traffic, to cross paths and then moving presumably at 50 km/h, and this is unrealistic. To change lanes safely, cyclists need to move with the traffic - most commuter cyclists travel at around 20 km/h and cannot reach 50. To change lanes safely needs good view to the rear - most cyclists do not have a rear view mirror fitted, and will need to duck their heads which will take their eyes off the road ahead. So as no safe way exists - cyclists will have to pull over to the left and park, until there is a suitable gap. Or ride in the traffic at 20 km/h. I already have experience of how bad these centre lanes are. To get to the city I ride down Payneham Rd - turn south into Fullarton Road which has a bike lane and single southbound lane - then have to join a centre lane, to turn right into Rundle St and access the Rundle St bike lanes. To do this I either have to -ride in the southbound road lane for 20 m signalling right - holding up traffic - some drivers harass me by tooting whistles. I am turning -pull over to the left in the bike lane and wait until there is a gap in traffic. This means, I am walking often a minute or more, while traffic passes. Long waits. - Rather requires the poitif of having a bike route far less efficient safe bike travel. I also have experience riding in the middle of lanes of traffic, and even in a separated bike lane. It is a scary experience. I think that the stress involved, in joining it - and leaving it - (crossing lanes of fast moving traffic) will put people off using the bikeway. E.g on my usual commute, I have to ride on Lower N E Road in the middle lane of 3, to continue. This is scary. On Port Road, there is a green marked bike lane, between 2 lanes of fast moving traffic. Even if the lane is safely designed - the noise level and fear, from fast moving cars either side, puts me off using it. Another problem is the road rules, of changing lanes. This applies also to the right hand turn in the current designs, either end of Gawler Place. At Adelaide	Seems reasonable, though I would have severe doubts about the dog leg into Gawler Place. This means cyclists heading east to west, will need to turn right, and cross 2 lanes of traffic, to enter Gawler Place - see my comments above, about how difficult these types of manoeuvre are - specially for novice cyclists who lack confidence. Cyclists heading west-east, also need to do the same. I guess this can be managed by traffic lights. However there will need to be some space provided, for cyclists to wait so they can turn. And if there are say 20-30 cyclists waiting to turn - that space will be a lot. Maybe the least worst options, but need to think about carefully, using the bikeway.	Need to make sure, cyclists on the bike lane, are protected from parking cars, opening the passenger side door into their path. This is done well on existing bike lane with hedges. Will NOT be done adequately, just by bollards or a concrete kerb. Street improvements e.g planter boxes, on the existing separated bikeway are great. They make the pavement for walkers feel separated from traffic, so quiet, and safe. For cyclists, is interesting environment to travel in.	I am co-ordinator of registered charity. We run a charity bike shop, selling second hand bikes and offering inexpensive repairs. We also accept donations of bikes. People can come to the workshop, borrow tools, and get information on cycling. We are open 5 days a week (Tuesday to Saturday). We are tenants at Franklin Street, and our rental fees, presumably include a component, for Adelaide City Council rates. The workshop is run by volunteers. We do this, to provide a service and facilities to the cycling public, and also to raise funds for people in hardship. We also supply people in hardship with free bikes, usually 400 a year (referral required). The workshop is situated in Franklin Street, and receives several thousand visitors a year. We have been in the CBD since 2016. We strongly support an east west bikeway. We believe it will encourage more cyclists to come to the city, and will make it easier for cyclists to get around the city, and also avoid possible conflict between cyclists and motor vehicles. Although cycling is generally fairly safe (crashes per km travelled) - the continued presence of other motor vehicles, is stressful, noisy, and causes many cyclists, anxiety. A separated bike lane will help to reduce this anxiety. SA Random breath test results, published by SApOL, consistently show that a small percentage of motorists on the road are intoxicated. Maybe 1 driver in 200-300, this figure seems consistent, regardless of where the random stops are held, or when. These motorists, that if a cyclist passes say 300 cars - although nearly all drivers do the right thing - cyclists consistently encounter a small number of drivers who do not. This can include lapses of judgment - eg unsafe overtaking, or pulling out in front of us, or overtaking then cutting in. Also actual harassment, e.g winding down windows to shoot abuse, objects thrown. These experiences are not common, but over time most cyclists in Adelaide have experienced this type of harassment. Thus although unsafe drivers are few - they are a constant risk for us. If we pass say 300 cars on the road - chances are 1 or 2 of those drivers, should not be there because of impairment	Yes	Work

No, do something different	I commuted in Melbourne for years using so-called "Copenhagen lanes" similar to page 11 of the design guide (but with wider separating kerbs between parking bays and bike lanes). Generally they are an improvement on ordinary bike lanes. But my experience is that (1) turning drivers (entering side streets) sometimes don't see cyclists in the lanes due to parked vehicles, especially delivery vans or others with high profiles. (2) Vehicles exiting side streets are forced to edge forward to see past parked cars - blocking the bike lane. (3) Pedestrians on the footpath tend to treat the bike lane as an extension of the footpath - they step down into the bike lane to get out of obstacles, or they step back to take photos, or to hail transport. (4) passengers alighting from cars (especially tourists, who are often disoriented) wander straight onto the bike lane without checking. (5) couriers and delivery drivers sometimes unload goods into the bike lanes (6) there are inevitable clashes at intersections between bikes emerging from these lanes and going straight ahead and cars wanting to turn left. Usually motorists wait for the bikes to clear but there is real doubt whether the cyclists have the right of way. None of these points takes away from the desirability of dedicated bike lanes, but these safety implications should be (and I assume are) at the forefront of the design.	I would prefer this model but I would defer to safety studies if any exist. If this model is thought to produce safer outcomes than the lanes proposed on page 11 of the design guide, I would support it. I always feel the safest place for a bike is right out in front of traffic where you can be seen.	130 The gap between the parking bay and the bike lane needs to be wider - it should be wide enough for a passenger to open a car door and not take out a passing cyclist. It should allow for passengers to alight or goods to be unloaded without incursion into the bike lane.	Car parking should not be positioned close to intersections because bikes cannot be seen by drivers / visibility of the bike lane is obscured by high profile vehicles such as trucks and vans		No	Work		
No, do something different	Must not go down Wakefield Street - there are a number of bus routes on Wakefield, but not on Flinders	Making the city less navigable to the major forms of transport to satisfy a minority and to be seen to be green is just another way to make the city unattractive to businesses, cars and trucks. There are businesses in the city - they need access for deliveries and potential clients need somewhere to park.	Bikeways are fine, but you need to minimise the impact on buses, cars and trucks. There are businesses in the city - they need access for deliveries and potential clients need somewhere to park.	YES- reduction of parking is a major issue. The Christian Brothers College and the Adaboo Hotel are adjacent to our 56 unit apartment block, and with the commissioning of the old Wakefield Hospital as a medical precinct parking is at a premium NOW. Tourists don't cycle to hotels, parent don't cycle to pick up and drop off students and medical patients don't cycle to appointments. Dissolve on-street car parking and let the public deal with it. Monetising the parking (and expatriates) is an awful and futile attempt at revenue raising when the Council should be promoting the betterment of its ratepayers and visitors through improved cycling infrastructure.	Long overdue. Will	the time allowed for 'consultation' is far too short. I saw the (small) corflute outside my home yesterday, and comment closes today. One could easily get the impression that the certain elements are trying to jam through a controversial proposal by limiting the time for adverse reaction. Frankly, this is an insult to ratepayers.	Yes	Live, Work, Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)	
Yes, as shown	Physical separation - as seen on Frome Street - is imperative for the success of any bikeway.	Central-aligned bikeways have limited success, and driver education is poor in Adelaide - at best! More interrogation to the safety and success of other real-life (not just proposed) examples would be needed.	The dog-leg is extraordinarily problematic. A poor outcome just to satisfy a few vocal traders and motor-centric motorists is very disappointing.	Long overdue. Will	No	Yes	Live, Work, Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)		
Yes, as shown	Hurry up, please	Don't mind	No	No	No	Hurry up please	No	Work, Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)	
No, do something different	I am a cyclist. I am also a pedestrian, motorist and tram user. I work on North Terrace. I commute by bike into the CBD every day. On an average week I make 10-20 trips into and around the city to get to work, shop, go to the library, entertainment, meet friends, attend medical appointments, exercise in the parklands, etc. I do almost all my shopping in the Adelaide CBD including grocery shopping. For my own safety I deliberately utilise the designated cycling routes with painted cycling lanes. I wear my fluorescent yellow jacket, yellow gloves and a white & blue helmet, plus two large yellow reflector stickers attached to my rear basket. Despite following all the messaging from government departments and taking a very proactive approach to my own safety and wellbeing I have endured 'hundreds' of near misses within ACC from motorists not paying attention, opening car doors, violating the road rules, including acts of road rage and deliberately targeting me to scare me and intimidate me. I have been cycling commuting for 30+ years. I'm competent, experienced & confident. I also own a car & have held a drivers licence for 35+ years. I prefer to cycle because it's good exercise, it's quicker, it helps me be more clear headed & productive at work, and reduces carbon emissions. 1.1 million bicycles are sold in Australia every year. Proving that people want to enjoy cycling and healthy exercise and reduce carbon emissions. https://www.facebook.com/groups/ActiveTransportAdelaide/permalink/2029836967310847 I am keen to see Adelaide become a 'city of the future' that is human centric (rather than metal box / car centric). I am keen to see Adelaide reduce carbon emissions to halt the global heating crisis. I am truly worried for our future and future generations who will face a at critical risk of being unable to survive catastrophic climate change. I see that all levels of government MUST ACT NOW, and act swiftly, to halt the looming climate catastrophe. Adelaide City Council has declared a Climate Emergency, but this piecemeal approach is woefully inadequate and is a bastardisation of the ACC Cycling Strategy. The current proposal does not meet the needs of current cyclists nor adequately plan for the growing number of people who are taking up cycling or 'want' to take up cycling, but don't "because" there is an absence of safe separated cycling infrastructure. The current proposal is an exacerbation of the appalling track record by the ACC & DPTI in providing safe and fit for purpose cycling infrastructure. \$85 million was spent on North Terrace redevelopment and not a single centimetre of safe cycling infrastructure was installed for - 2 High schools - 2 universities & a TAFE - a major shopping precinct	As a general rule of thumb: if you feel that a piece of infrastructure is not safe enough for YOUR 10 year old child to ride on autonomously to get to and from school, it is not safe for ANYONE's 10 year old... and is therefore "not safe" for anyone. No. The current plan is inherently unsafe and will produce an outcome that is NOT fit for purpose.	Please do not waste further time filibustering. Please do not waste any more taxpayer / ratepayer money on 'infrastructure' that is NOT SAFE and will need to be ripped out in 2 years from now.	I'm a business owner. I suspect that all business owners want customers to spend more money with them. Please help the business owners of the Adelaide CBD by getting rid of car parking as much as possible and providing safe cycling infrastructure and end of trip facilities.	Trend! We need more shade, Adelaide is the driest city in the driest country in the world. We need SHADE. Please provide as much dense canopy shade as possible for pedestrians and cyclists, together well into the future.	I love Adelaide. It is my home. I want to see Adelaide become a City of the Future that is a joy to live in, and safe! I hope that the ACC will make wise choices that will all be able to celebrate and enjoy	No	Work, Shop, Study, Play (e.g. Leisure, Recreation, Entertainment, Dining), Business Owner, Tourist	
Yes, as shown	I like and frequently cycle through Adelaide. The Frome Road Bikeway is excellent and this similar East-West one is much needed.	I don't think the Oxford St approach works as well as what is planned. The idea of having to out across traffic to enter and leave the bike line is a serious issue.	Where possible it would be great for some shade trees - especially on the more exposed southern sides of the roads	There is ample parking in the city. A few streets with slightly reduced on-street parking is hardly an issue.		Would it not be simpler for the route to head north from Wakefield to Franklin along the existing Frome Road Bikeway? Gawler St is very narrow and has been useful for short term parking for a number of local businesses.	Yes	Live, Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)	
Yes, as shown							No	Work, Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)	
No, do something different	It is disgraceful that the drawings wrongly show Franklin Street as extending from West Terrace to Gawler Place. Surely the City of Adelaide of all people, should be familiar enough with the geography of its city particularly its major CBD streets to know that Franklin Street concludes at King William Street at which point it becomes Flinders Street. Nowhere do the schematic drawings show Flinders Street as being part of the bikeway. The precinct between King William Street and Gawler Place on Flinders Street is a very busy commercial thoroughfare for business, commerce and industry for your ratepayers and again, we submit that it is disgraceful that the drawings fail to clearly show both that Flinders Street will be affected and furthermore, there are no clear plans for what you have in mind in treating traffic flow, parallel parking and the bike way to this important and very busy precinct!	This would be better than what you propose - provided that it does not in any way, and for any period during the day and night, reduce the amount of onstreet parallel parking and onstreet vehicular traffic flow.	You have provided insufficient detail for us to conclude anything other than from the vague overall design principles and from our discussion with your contact consultant, Ben at Holmes Dyer, it appears that you are proposing to install a bike lane on both the northern and southern sides of Flinders Street between King William Street and Gawler Place and as a consequence, similar to the disastrous design of Frome Street, you will therefore push the existing kerbside parallel parking into the existing space taken by the left hand vehicular lane thus reducing traffic flow to the east and west during non-peak hours to one lane, and during peak hours (e.g. 4.00pm to 7.00pm) no parallel parking will be allowed because vehicular traffic flow will revert to the existing two lanes both ways. We have described above Frome Street design as disastrous because if you cared to inspect the north/south carriageway any evening in peak hour traffic (from 4:00pm onwards) you will find at least six to eight vehicles legally parked in the clearway thus reducing peak hour vehicular traffic flow back to one lane! On the basis that our assumption in the first paragraph above is accurate, we are totally opposed to the proposed design as it will have a significant impact on our CBD business by reducing the availability of on-street parking to delivery drivers and to clients visiting our premises. Furthermore, it will further restrict the already slow vehicular traffic flow through the city by taking out 50% of the east/west vehicular traffic availability in non-peak hour periods.	Please see above. Please note that you have not provided any detail on the proposed parking layout for Flinders Street so how are we supposed to provide feedback?	A total waste of money at a time when Council's deficit is one that you can't leap over!	Take the route along Franklin then right around Victoria Square (or right into the slipway in front of the State Admin Centre), then left onto Wakefield - surely this is much more sensible!	Yes	Work	
Yes, as shown	Bikeways that are separate are essential in cities to help commuters and get more people riding	It is untested and would not add anything. I like a similar model to the Frome Street Bikeway	Just let's do this, let's not waste funds plus time. Let's help people cycle and reduce congestion.	Adelaide already has more parks than Sydney, this should not be a huge consideration.			Yes	Live, Work, Play (e.g. Leisure, Recreation, Entertainment, Dining), Shop	
Yes, with minor changes	In the plan details, there seems to be potential safety issues for disability riders, or riders of cargo bikes or riders using children commuting trailers. In a number of the plan design options, bike lanes are shown to narrow (particularly with regards to bus islands) to a width that appears narrower than width of commuting bikes, bike trailers, wheelchair bikes, and hand cranked disability bikes. For non-discriminatory and safer commuting, the lane needs to remain wider than the width of an electric wheelchair. Equally, plans show bike and pedestrian island crossings to be installed at 90 degrees to the flow of traffic. These island crossings will be of insufficient depth to facilitate cargo bikes, bike trailers of disability bikes to safely cross the road without the front or rear of the vehicle "hanging out" into obscured passing traffic lanes. Ideally these traffic island crossings should facilitate longer bikes to pause parallel to traffic without "hanging out" into traffic, to safely cross the street. Bike traffic using the South Terrace Bikeway needs traffic to allow the safe exit and entry of bikes using the East/West Bikeway. Currently, bikes crossing South Terrace at lights and entering the existing North/South Bikeway, are required to physically wait on the South Terrace road tarmac to allow north/south bike traffic to clear before exiting the road.	It is a better option than having no bikeways. However these "middle street" bikeways seem to be counter intuitive to motorists and current vehicle driving regulations and habits regarding right hand turns and looking for obstructions.	Will the design include video and camera monitoring of vehicles who do not give way when conducting left hand turns or who park within the bikeway?	No			No	Work, Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining), Business Owner, Tourist	
Yes, as shown	The design is safe and comfortable including for families/teens (ensuring a 2.5 width is important and expected except at pinch points).	The centre of the road option in the info pack is untested, unsafe, and unfeasible (a distraction aiming to derail the project by opposing council's not recommended by staff). The question has to be asked, how this option was even put to public consultation, when it was not previously shown to Council.	The route will give low-stress cycling access to the city (a direct route along Flinders is preferable but deemed nearly impossible. I accept this as a compromise.	They are good and welcomed.		Would much prefer Flinders / Franklin Street. I am tired of the debate of bikes vs cars. We have more than enough care parks in Adelaide and the most per capita in Australia. Having a decent cycling network is important. We can not delay any further! Get on with it!	No	Work, Study, Play (e.g. Leisure, Recreation, Entertainment, Dining), Shop, Tourist	
Yes, as shown	I like the idea of barriers/separated bikeways because it will encourage more people to feel more confident and safe on the roads and start cycling in the CBD.	It's better to have single-way bikeways because sometimes people stop their bikes in the middle of the bike way and don't pull over to the side. If we have a two-way bike way, there needs to be some barrier/lanes in between both paths where people can pull over without obstructing others.	I would like it to have the Frome Road appearance. Just beautiful! No	No	Yes, more greening of streets will be good to reduce heat traps on hot summer days.		No	Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)	
Yes, with minor changes	I would prefer it go straight up Franklin St into Flinders St up to Hutt St, as when you get to Frome Rd you already have a beautiful bike way that meets Wakefield St for those that wish to change direction.	I prefer your Frome Rd structure as it provides shelter and is easily used by mobility scooters as well as Bikes, Scooter	I would like it to have the Frome Road appearance. Just beautiful! No	No		I would prefer it go straight up Franklin St into Flinders St up to Hutt St, as when you get to Frome Rd you already have a beautiful bike way that meets Wakefield St for those that wish to change direction. I would like one that gets to RAH not using North Tce as too difficult for Mobility Scooters. I need a smooth surface due to spinal issues.	No	Live	
Yes, as shown							No	Work, Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)	
Yes, as shown	I use the Frome St bike way, and this has improved the safety of my commute. Safety for cyclists sharing roads with vehicles is a regular discussion point at my workplace due to the number of incidents each year.						No	Work	
Yes, with minor changes	see below	As articulated, this approach is unlikely to meet current SA standards. Further, riders within the city have become accustomed to the design approach of the N-S bike way and in the interests of consistency, safety and establishing a 'behavioural/environmental' norm for riders, consistency across the city is preferred.	The proposed design is an unfortunate and in our view unnecessary compromise for the preferred direct Franklin/Flinders corridor. However, if Council is adamant that the concerns of a small number of businesses on Flinders St should take priority over the safety of cyclists and pedestrians in the city, then that reflects the misplaced and uninformed priorities of Council. In the interests of Council finalising an agreed position on the route, if this is the only acceptable solution, then the design as presented is acceptable.	As experienced on Frome, such a layout is suitable.		Bike lane widths must not be reduced in areas of pedestrian/cross-street stops etc - a consist width along the entire split corridors is mandatory.	Build it!	No	Work, Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)
Yes, as shown	Great to see council finally progressing these plans. It's a great step towards making Adelaide a more accessible, multi-modal city.	NA					Yes	Play (e.g. Leisure, Recreation, Entertainment, Dining)	

Yes, as shown	The cross section looks good. It's a sensible approach that is not too heavy to implement compared to large garden beds. I think it's a good compromise to create separation without taking up too much space for vehicular traffic lanes. Ideally these lanes would be at least 1500mm wide to allow safe overtaking of slower cyclists.	It works in certain places around the world. This are mainly on sections of roads where there are little to no intersections. This approach will mean carefully throughout intersections for them to be safe and functional for all road users. Also you predominantly see these used down streets that are thoroughfares with little adjacent activity like retail and hospitality. Cycle lanes are one of the best ways to get patronage at local shops, due to the ability for cyclists to easily dismount out the front and park up. If you put a lane down the center of the road you will lose one of its biggest benefits and beginner and novice users simply won't use it because you have to get passed 2-4 lanes of vehicular traffic just to get on and	I think this map/design needs to zoom out. Where is this proposed design connecting too? How do bike riders want to get in and out of the city? I don't see many cyclists go through Britannia Road about - further along Wakefield and Franklin St heads into a T-section that is West Tce. I get that there is a cycling loop but for a cyclists that is a lot of changing in direction. The route could be a lot more streamlined and linear. The dogleg makes no sense - taking the politics of carparks out of it - it leaves people of all cycling levels confused and disorientated. Also we should consider how cycling lanes can be a great way to greenify our streets. Can we consider where we want our green corridors to be - ideally where we have retail and hospitality to encourage bistro dining. Look at the great cities of Spain, France, Denmark and many others and they integrate urban design, active transport and business activity that requires foot traffic to thrive all together. There is a great opportunity here to link into our green squares and have the green corridors /bike lanes connect these into our surrounding parklands. Imagine being a tourist and following "the green trail" that then opens up into these beautiful, active green pockets and squares in the city. This presents a cohesive design framework and a legible vision for the cities built form. One that is easily understood and navigable by both locals and visitors.	We need to have some carparks for sure. These should predominantly be there for drop offs for kids, clients and packages. Get rid of the rest. They don't add to any real value to the neighbouring properties. This is perceived value and it needs to be quantified for what it actually contributes to business, to aesthetics, to the environment and to everyone - not just the few that have their address adjacent to them.	Greenify wherever possible, take into account water sensitive urban design, think about lighting sequences that make the biking experience build and enjoyable. You have to stop at every red light to get from one end of Frome St to the other.	Make it straight please and put them on roads that are more to human scale. Waymouth and Pries makes heaps more sense for the reasons I've stated above. I'm a business owner of two businesses in the Adelaide CBD, I'm an Urban Designer and Urban Planner that has lived abroad for some time, I've been a resident of the CoA for 6 years, I'm a recent father and I'm under the age of 40. I believe that bikes are good for business and the community and I want it to improve so that my newborn can ride safely to school on our streets when they grow up. We need to start with good infrastructure if we are to change the paradigm of being a car only city. Adelaide is one of only a handful of cities that is in a position to be a city for people we need to recognise that by exploring and investing in ways to get people out of cars and out on the streets rather than just driving through them.	Yes	Business Owner
Yes, as shown	I am in full support of the bikeway.	I would only consider this as a last resort option.	The centre of the road option is untested, unsafe, and unfeasible	I would support reducing the number of car parks.	I would support sustainable greening of streets.	The bikeway is an important step toward an environmentally responsible and people-friendly transport system in Adelaide, and as a cyclist I would very much appreciate it going ahead.	Yes	Live, Work, Study, Play (e.g. Leisure, Recreation, Entertainment, Dining), Shop
Yes, with minor changes	I am a cyclist and I love the idea of a cycle-way. But I would like to request the route go along Grote before joining to Wakefield. The centre dogleg is awful and will add unnecessary time, annoyance and challenge for would-be cyclists. It will not encourage more people to ride. Also Grote joins to a main road on the other end by Franklin does not. I fully support any/all forms of bikeway, just make it go in a straight line through the city! Thanks.	I also support this model if it makes a straight-line route through the city possible.	Love it! Just ensure there is a route alteration - go along Grote instead of Franklin.	I have found along the Frome bikeway that people still park in the actual bike lane, so very clear signage and infrastructure to prevent accidental car access/parking would be great.	The more trees and water sensitive urban design principles the better.	Firstly thank you for proposing this, a bikeway is desperately needed east-west! I support the bikeway but would strongly encourage a re-route along Grote St instead of Franklin for several reasons. - Grote St connects with Sir Donald Bradman Drive on the Western side so many, many cyclists coming from the Western Suburbs would have to do a dog-leg at the parklands. This especially creates challenges when coming from the city travelling west across West Tce. - Grote St connects cyclists to the Central Markets better - this is a very common end-venue for many cyclists! - Grote St means the route runs straight through the city to connect with Wakefield on the other side. The current dog-leg along Gawler Place means crossing a street, additional time and general inconvenience and I think will deter people from using it. If this is not possible I still support the bike-way! Thanks for encouraging people to cycle and reducing carbon emissions.	No	Work, Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)
Yes, as shown	Separated bike lanes and dedicated bike paths make the road safer for both cyclists and other road users.	Would love to see it	Looks good				No	Work, Study, Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)
No, do something different	I don't see the need to deviate from Flinders to Wakefield St. The end of Franklin and Flinders streets provide excellent access to the shared use path and parklands that Wakefield is full of bus stops which need to access the curb to let passengers load/unload. Will the bike lanes be set behind the bus stops along here?	This would improve visibility for cyclists when approaching intersections, but I'm not sure of the practicalities with traffic wishing to turn across the centre line. Restrict RH turns to traffic light intersections only, with additional bike boxes?	The major barriers to many people commuting by bike within the city are access to existing pathways and the need for separation from traffic. I think that the plan is a step in the right direction. Could bike fly-overs at West Terrace and Hill St be envisaged. These streets act as major obstacles to cross.	The current arrangements on Frome St work well	Additional greenery will add positively to these streets. So long as it's not a hindrance to visibility	A more direct alignment would be preferred, but for the sake of the Bikeway being built sooner rather than later, then I'm supportive of the proposed alignment.	No	Work, Shop, Play (e.g. Leisure, Recreation, Entertainment, Dining)

East-West Bikeway Initial Concept Design

Attachment B

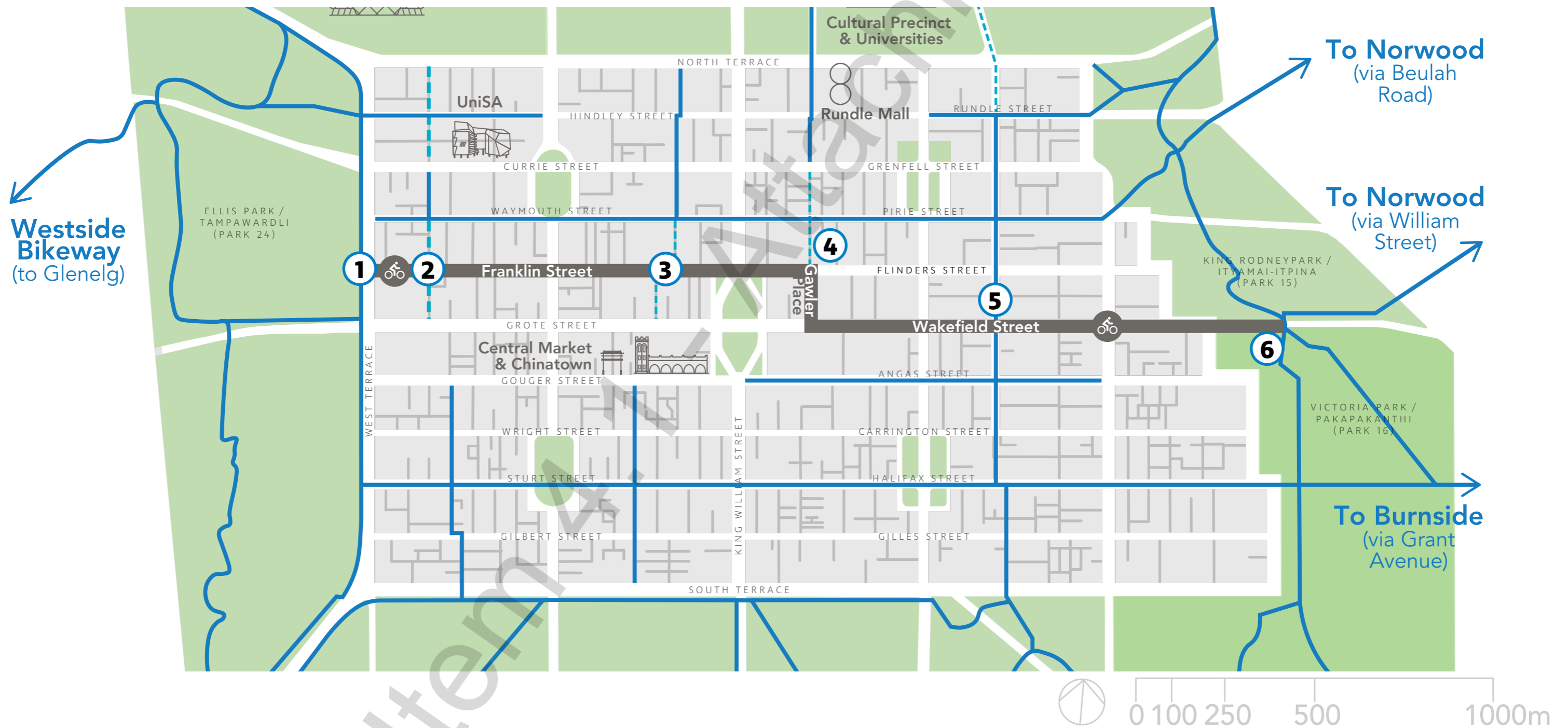


East-West Bikeway Proposed Route

The proposed East-West Bikeway begins to the east on Wakefield Road, and runs along Wakefield Street until Gawler Place. At Gawler Place, the bikeway diverts and exits west onto Flinders Street. It then crosses King William Street, continuing westward until West Terrace.

Key bike connections:

1. West Terrace shared path via existing signals to western suburbs
2. City West Quietway - Gray Street (north) Gray and Blenheim streets (south)
3. Market to Riverbank link at Pitt and Bentham streets
4. Gawler Place (through to Rundle Mall)
5. Frome Street - North-South bikeway
6. Park 15 shared path & Park Lands Trail & east suburbs



East-West Bikeway Overview

Project scope

The scope of the project includes the following non-negotiable requirements:

- Connect West Terrace with Dequetteville Terrace (specified in the funding deed)
- Be a separated bikeway (specified in the funding deed)
- Be designed according to Australian Standards, Austroads and specified Department for Infrastructure and Transport (DIT) requirements (in line with CoA's delegations under the Road Traffic Act 1961)

Noting these requirements, the bikeway will be designed according to the East-West Bikeway Design Guide, with the scope of the bikeway to be value managed to ensure that it can be delivered within the allocated budget.

There will be consideration, via asset management whole of life principles, for the bikeway infrastructure to be upgraded using more permanent materials in the future, if budget provisions allow.

The elements of the bikeway to be installed in the current (and funded) stage are:

- Separated bike lanes.
- A separation strip between the bike lane and adjacent traffic or parking lane, consisting of either kerbs with low landscaping (when adjacent to traffic lanes) or line-marking and flexi-posts (when adjacent to parking).
- Existing kerbs and road surface are retained.
- Green surface treatment in the bike lanes, at conflict points with driveways, side streets, signalised intersections and drop-off areas.
- Planter boxes in selected locations along the route.
- New signalised pedestrian/bike actuated crossing on Wakefield Road / Park Lands Trail.
- Upgrades to signalised intersections along the route to accommodate the bikeway and required bike movements.

Design principles

The following principles have been applied to the initial concept design of the bikeway:

- The bikeway will generally be separated bike lanes, designed according to the required standards. The aim is to achieve bike lanes 2.5 metres wide, apart from at selected 'pinch-points', such as existing kerb extensions, bus stops and drop-off areas, where the bike lane will need to be narrower.
- Existing footpaths and kerbs will be retained where possible – there may be selected locations where kerbs will need to be adjusted (eg at bus stops) in order to create a safe and functional space. It is expected that existing kerb extensions and outdoor dining can be retained.
- The removal of on-street parking spaces will be minimised. It is noted that some parking spaces may be removed to comply with current road design and parking standards, unrelated to the bikeway.
- Accessible parking spaces will be retained at or close to their current location where possible.
- Further opportunities for trees and landscaping have been identified – these will be included in street greening programs for future implementation where possible.

- The traffic and parking arrangements aim to strike a balance for all users of the street once the bikeway is installed, by providing traffic capacity during peak travel times and parking during business hours.
- The bikeway design and interaction with the street will comply with Disability Discrimination Act (DDA) requirements.

Further considerations

The initial concept design presented in this document will be subject to further consideration and investigations through the detailed design process.

The final design will therefore be subject to further considerations including:

- Discussions with key stakeholders, including interest groups, council's Access and Inclusion Group and property owners and occupiers along the route.
- Independent design reviews including Disability Discrimination Act (DDA) assessment, Safe Systems Analysis and Road Safety Audit.
- Discussions with the Department for Infrastructure and Transport (DIT) and the South Australian Public Transit Authority (SAPTA) to finalise designs and gain approvals where required.
- Detailed traffic analyses at key intersections to inform traffic signal design and operations.
- Consultation to finalise parking controls, including ticketed parking.
- More detailed analysis of street operations, including refuse bins and heavy vehicle requirements, to ensure that existing street operations will not be unduly impacted.
- Funding considerations to ensure that the design can be implemented within the available budget.

Future opportunities

The following additional elements will not be installed with the bikeway and will be subject to future engagement activities, budget processes and investigations regarding underground services:

- The central median with tree planting, which could also impact on access into/out of side streets.
- Tree planting in footpaths.
- Kerb extensions or landscaping between existing trees in the roadway.

East-West Bikeway Route Segments

Explains design approach to segment along the route

Segment Design Typologies

A. Franklin Street (West Terrace - Morphett Street)

Option 1 - Separated kerb-side

Option 2 - Centre of the road

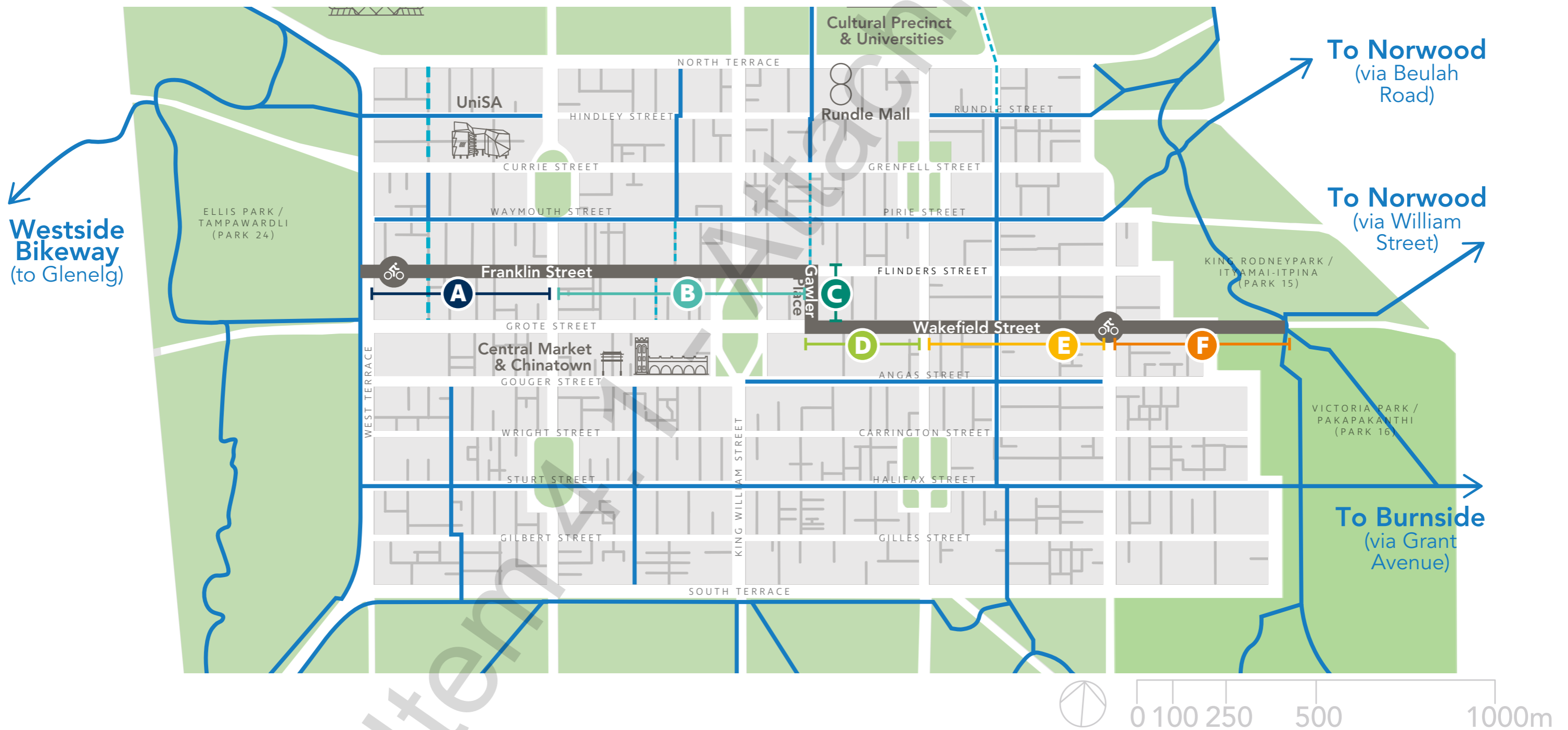
B. Franklin/Flinders Street (Morphett Street to Gawler Place)

C. Gawler Place

D. Wakefield Street (Gawler Place to Pulteney Street)

E. Wakefield Street (Pulteney Street to Hutt Street)

F. Wakefield Street (Hutt Street to East Terrace) and Wakefield Road



Bikeway design toolkit

Linemarking + flexi-posts

Flexi-post bollards are light-weight, flexible posts affixed to the road surface. Using flexi-posts along with linemarking is an affordable and effective way of delineating a roadway that provides a vertical separation between traffic/parking lanes and bicycle riders.

This method is widely used nationally and internationally to create safe separated bike lanes.

Key design elements:

- Bike lane is at same level as traffic and parking lanes
- Use of standard traffic control devices (linemarking and posts) are universally understood by road users
- Vertical element provides clear and visible separation creating a safe bikeway
- Low-impact and fast construction/installation
- Easily maintained
- Approximately 5 year asset lifespan



Broken Head Bike Path, Byron Shire (Image © Durapost)



Kinzie Street, Chicago (Image © Philadelphia2050)



Garden Oaks Drive, New Orleans USA
(Image © City of New Orleans)

Concrete buffer + integrated greening

Concrete medians can be used as a robust buffer between parking/traffic lanes and bike lanes to ensure protection and strong visual delineation. This toolkit also presents opportunities to integrate greening, improving the overall amenity of a street.

This approach is similar to the North-South bikeway between Carrington and Wakefield streets. It is also widely implemented both nationally and internationally.

Key design elements:

- Bike lane is at same level as traffic and parking lanes
- Concrete buffer can be designed to minimise visual presence, i.e. dark colour
- Tree planting can occur where buffer width allows
- Integrated low-level planting to allow for sightlines
- Regulatory signs and linemarking will be required to reinforce street navigability
- No alterations to drainage system required
- Higher level of maintenance required for greening
- Asset lifespan of up to 20 years



LaTrobe Street, Melbourne (Image © Google)



North-South Bikeway (Image © Google)



Fell & Oak Streets, San Francisco USA
(Image © Sergio Ruiz)

Bikeway design toolkit (continued)

Bus stop islands

This treatment is to be used at existing and new bus stops that are located along a bikeway route to facilitate safe interactions between pedestrians, bike riders and buses.

Key design elements:

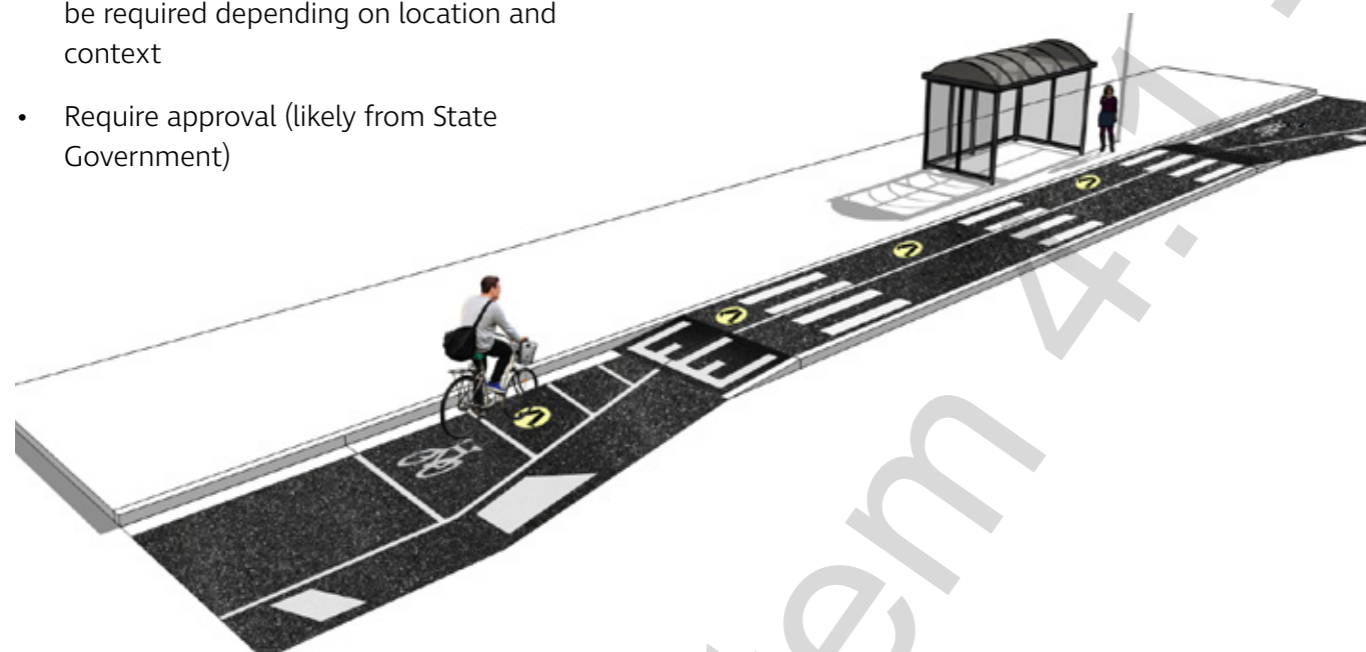
- Providing a clear path of travel through the space for both bike riders and pedestrians
- Increase width of buffer to accommodate bus shelter and pedestrians waiting or loading
- Slow riders down by narrowing bikeway width and/or changing surface treatment or levels
- Direct pedestrian movement providing priority pedestrian crossings with crossing linemarking
- Maintain sightlines in the area by minimising clutter
- Regulatory signs and linemarking, where required
- Localised alteration to drainage system may be required depending on location and context
- Require approval (likely from State Government)



Surry Hills, Sydney (Image © Anna McDonald)



North-South Bikeway



Planter boxes

Planter boxes are a temporary, low-impact and reasonably low cost way of implementing greening without high disturbance to a site.

With the right species, planter boxes can beautify and reinforce the character of city streets, and provide shade and shelter to all users of the bikeway and footpath.

Key design elements:

- Planter boxes to be used on footpaths adjacent to the bikeway, or "leftover" areas in the road reserve away from traffic
- They are not to be used as physical separators between the bikeway and the traffic
- Implement in continuous groups where appropriate, to create an immediate visual and environmental impact to the bikeway and its surroundings
- Trees planted should be appropriate to the street environment, including being considerate to adjacent street trees, building awnings, signage and traffic signals
- Low-level planting choices to be plants that have compact or trailing forms (no spreading properties), no higher than 600mm, have minimal plant litter and have dense foliage
- Require regular maintenance regimes, especially for low-level planting
- Require regular watering (through a watering truck or similar), especially during early stages of establishment
- Require horticulture and maintenance staff
- Require machinery and associated heavy vehicles to load/unload planter boxes to site



North Terrace, Adelaide (Image © Daryl Tian)



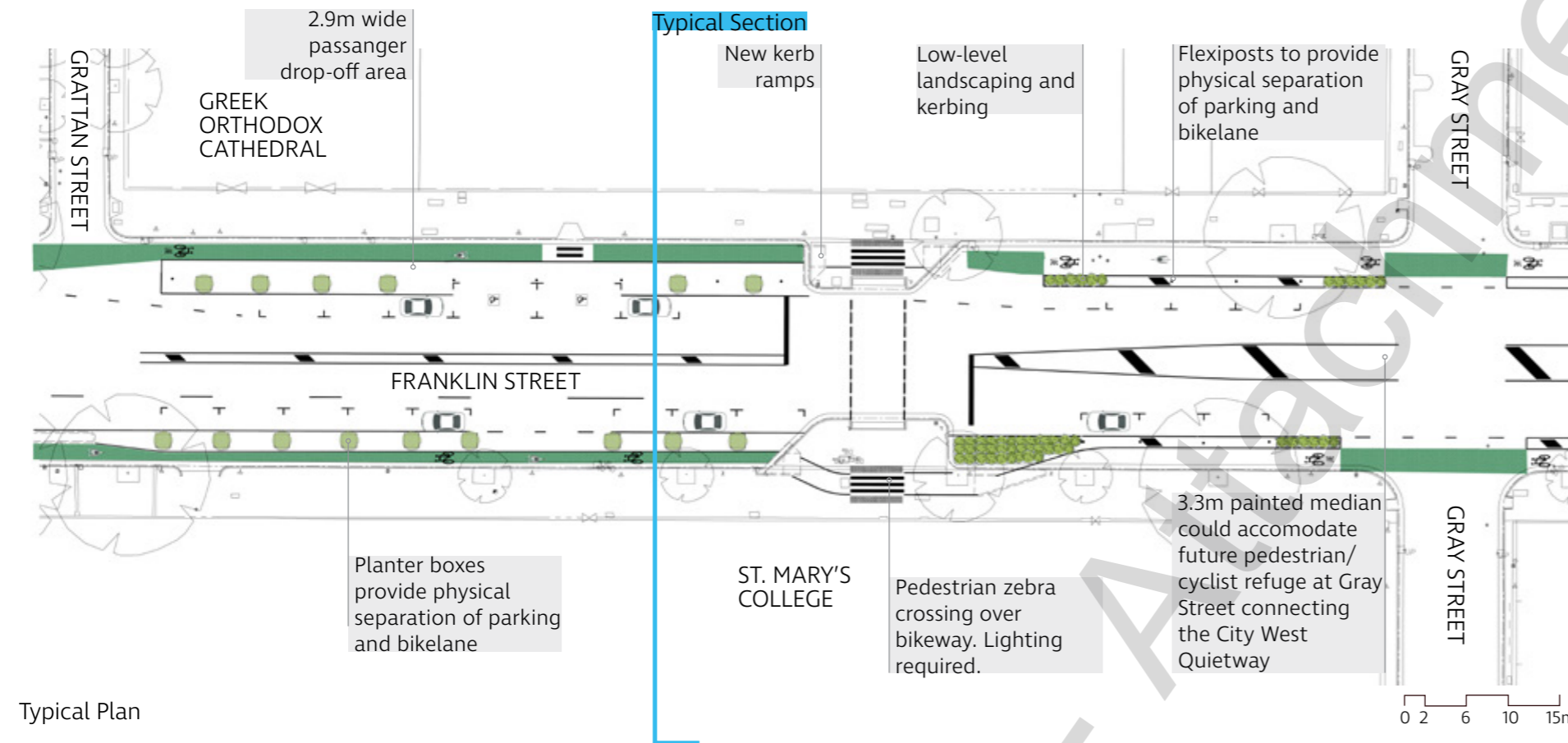
Sydney trial cycleways (Concept image © City of Sydney)



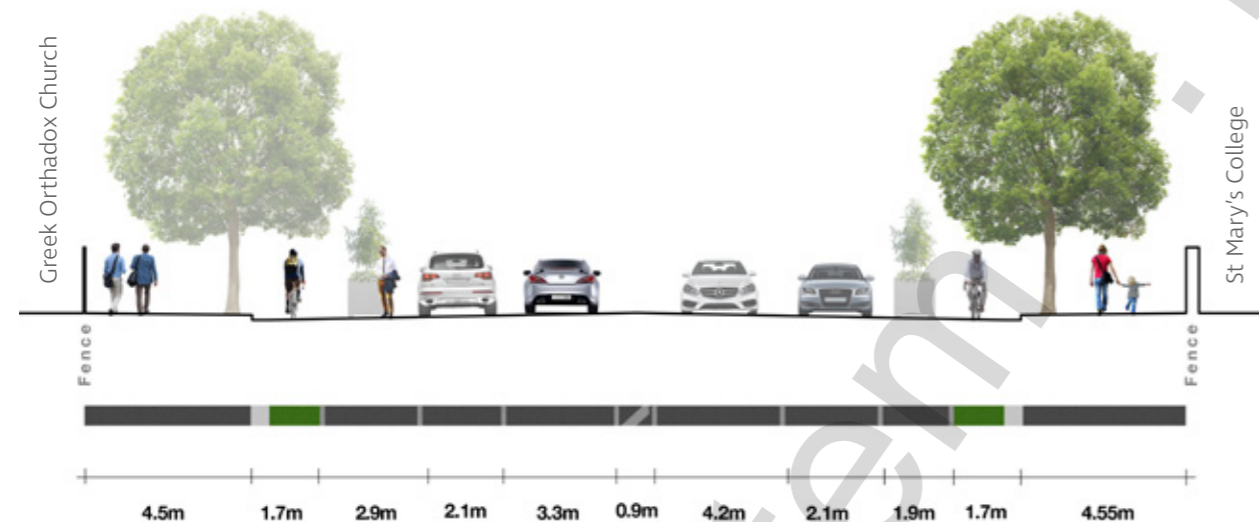
Leigh Street, Adelaide (Image © Glam Adelaide)

Segment Design A - Option 1

Franklin Street (West Terrace to Morphett Street) - **separated kerb-side bike lanes**



Typical Plan



Current street arrangement

- One lane of traffic in each direction
- Angle parking.
- All parking spaces are un-ticketed.
- Line-marked bike lane between angle parking and traffic
- Not used as a bus route.
- Existing parking utilisation (average weekday, 7am - 7pm): 67%

Proposed street arrangement with kerbside separated bike lanes

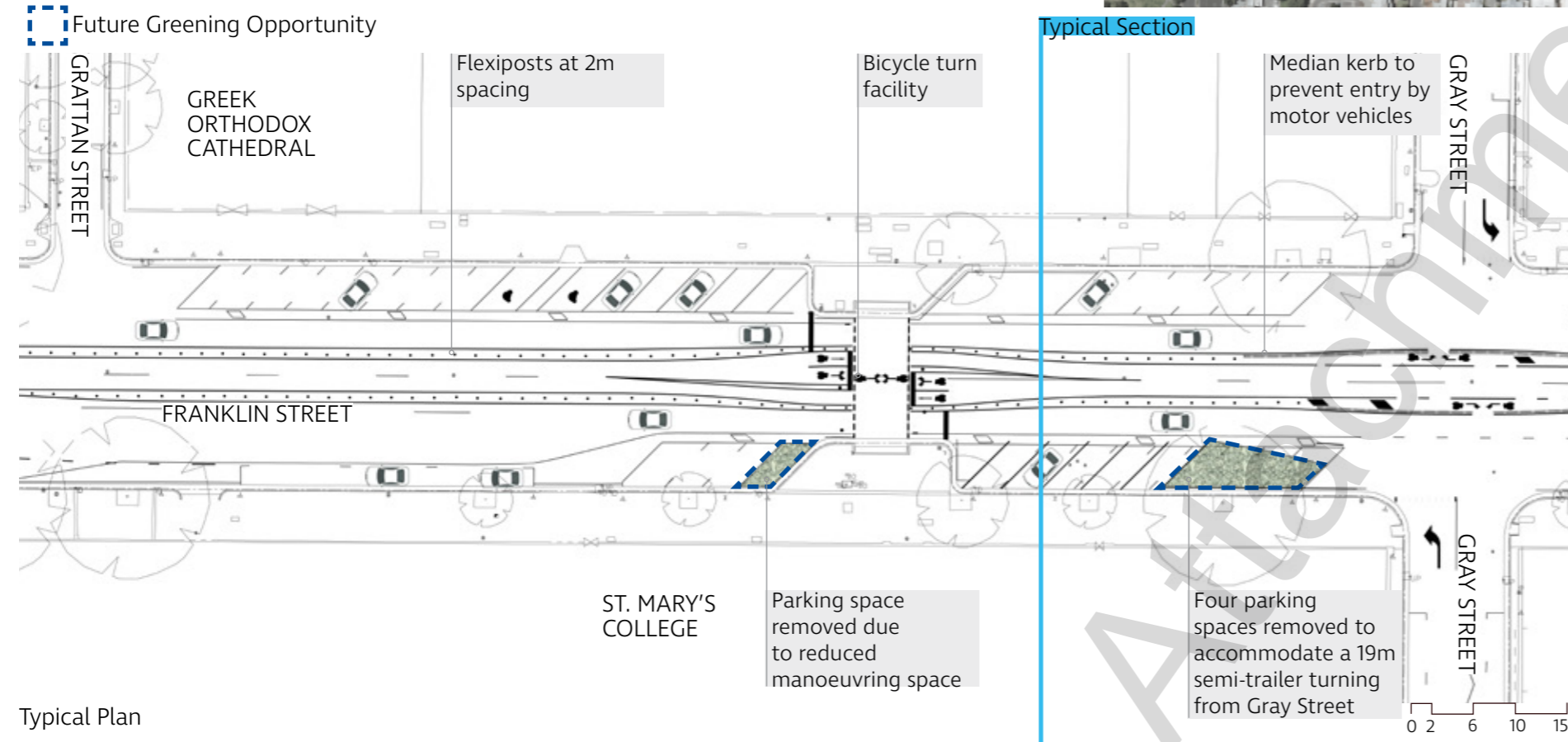
- One lane of traffic in each direction
- Parallel parking (full time).
- Accessible parking spaces can be retained.
- One shared left/right turn lane removed at West Tce intersection – one left turn and one right turn lane are retained
- Side street accesses retained
- The right-turn lane from Franklin Street to Morphett Street will be retained.
- The short left turn lane from Franklin Street to Morphett Street will be removed.

Design comments

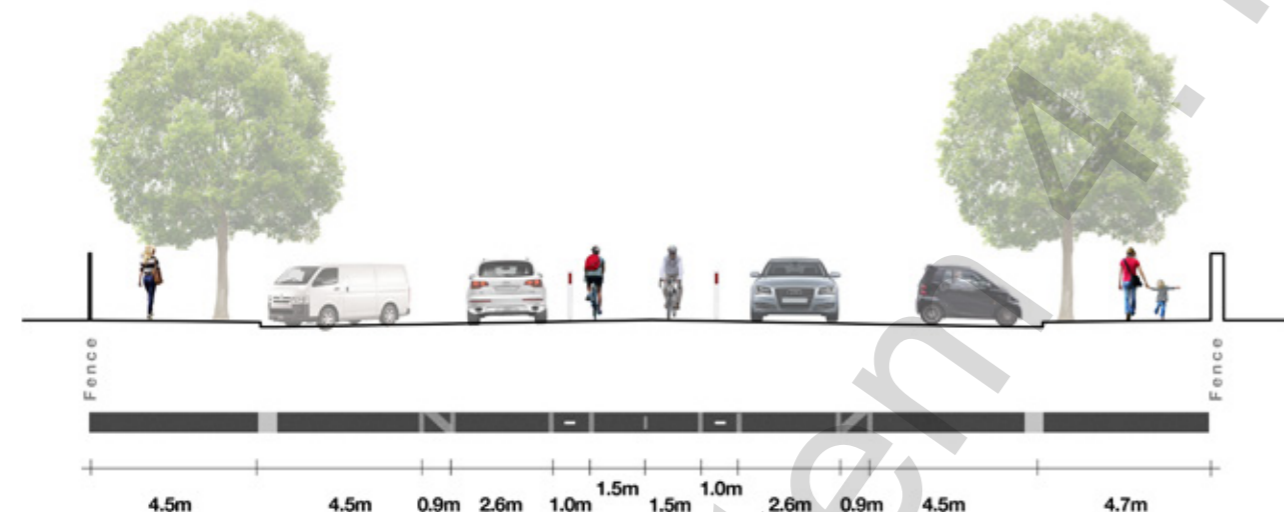
- The bikeway will utilise the existing signalised bike crossings at West Terrace.
- Accessible parking spaces can be provided in conjunction with the bikeway.
- The detailed design of drop-off facilities at locations including the Greek Orthodox Church and St Mary's College will be finalised in conjunction with stakeholders.
- The bikeway will need to work around the kerb extensions at Elizabeth Street/Byron Place and the Benjamin on Franklin Hotel.
- The unsignalized cross-streets present a risk of conflicts between street users.
- Some parking spaces need to be removed to comply with current road design and parking standards (unrelated to the bikeway).
- Existing kerb protuberances at Byron Place will be modified to accommodate vehicle turn paths.
- New landscaping can be included in sections of separation strip between the bike and traffic lanes.
- There is a future opportunity to improve safety at the uncontrolled four-way intersection of Franklin Street and Gray Street.

Segment Design A - Option 2

Franklin Street (West Terrace to Morphett Street) - **centre road bike lanes**



Typical Plan



Typical Section

Current street arrangement

- One lane of traffic in each direction
- Angle parking.
- All parking spaces are un-ticketed.
- Line-marked bike lane between angle parking and traffic
- Not used as a bus route.
- Existing parking utilisation (average weekday, 7am - 7pm): 67%

Proposed street arrangement with centre-road separated bike lanes

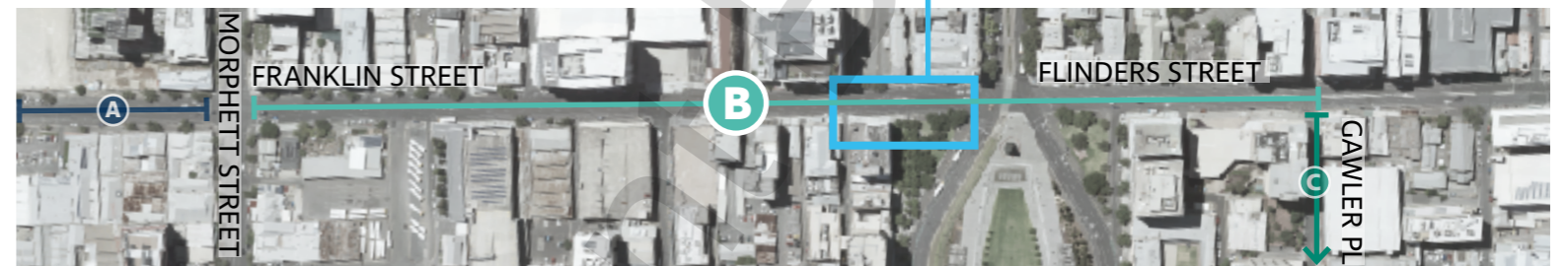
- One lane of traffic in each direction
- Angle parking (full time).
- Accessible parking spaces will be retained
- Current parking/drop-off arrangements will remain at key facilities including the Greek Orthodox Church and St Mary's College
- All unsignalised intersections, side-streets and driveways will be restricted to left turn in and left turn out for motor vehicles – this includes Grattan Street, Gray Street, Shannon Place, Trenerry Court, Crowther Street, Morney Street, Byron Place and Elizabeth Street.
- U-turns will not be permitted along this section of Franklin Street, between West Terrace and Morphett Street.
- The left turn lane from Franklin Street to Morphett Street will be retained.
- The right turn lane from Franklin Street to Morphett Street will be removed.
- Bike riders would transition from the centre-road bike lanes to kerbside bike lanes at the signalised intersection with Morphett Street.

Design comments

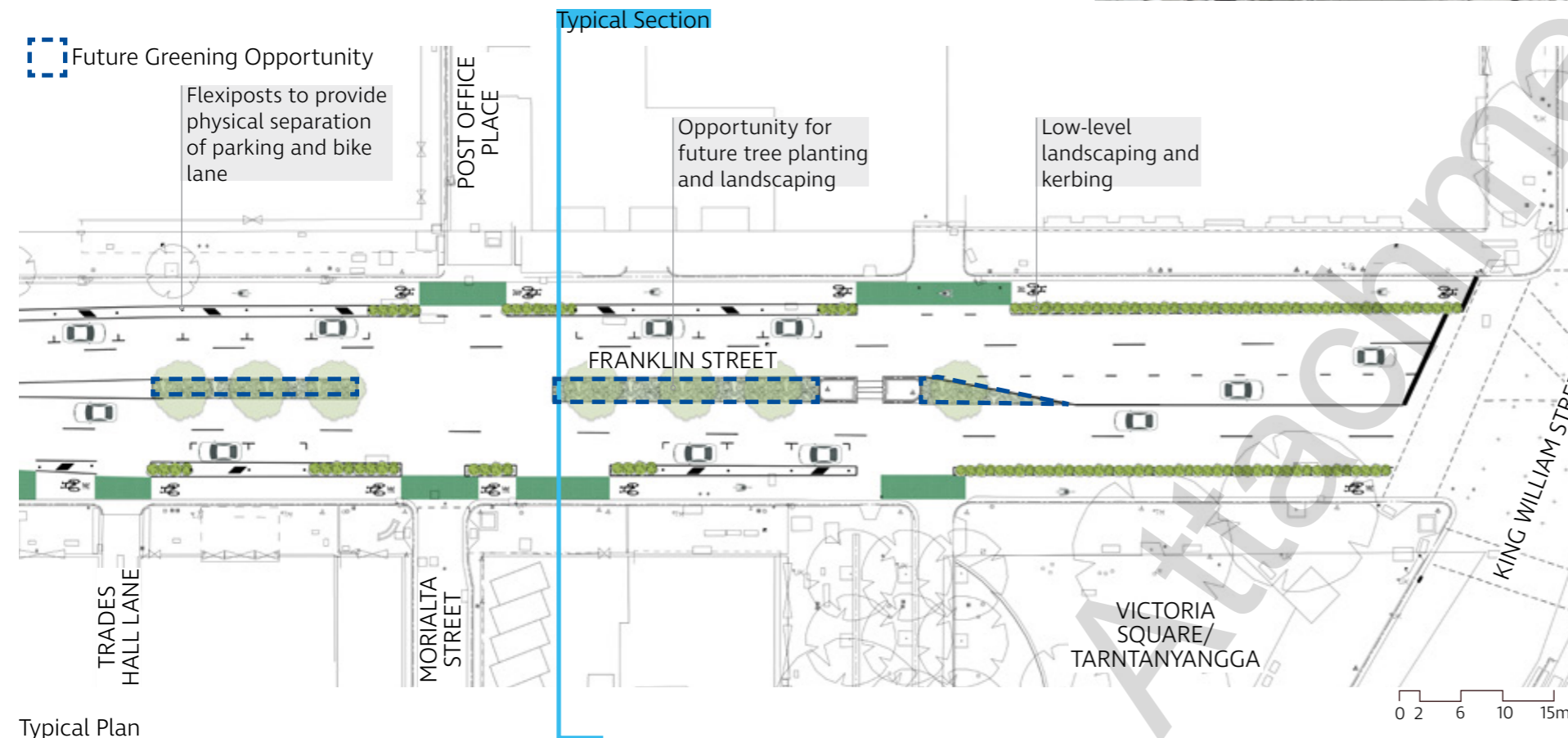
- Council does not have the authority to install the centre-road bikeway without approval from the Department for Infrastructure and Transport.
- Traffic signalling arrangements have not yet been determined, but could be more complicated than existing arrangements, particularly at the intersection of Franklin Street and Morphett Street to accommodate the movement of bikes from the centre-road to kerbside bikeway.
- With the removal of the existing line-marked bike lanes, the space for manoeuvring into and out of the angle-parking spaces will be reduced.
- Accessible parking spaces can be provided in conjunction with the bikeway.
- Kerb extensions at Elizabeth Street and the Benjamin on Franklin Hotel will be retained.
- Some parking spaces need to be removed to accommodate access for large vehicles.
- Some parking spaces need to be removed to comply with current road design and parking standards (unrelated to the bikeway).
- Accessibility within the local area will be impacted for drivers and bike riders due to the centre-road bikeway design.
- There are limited opportunities for new landscaping.

Segment Design B

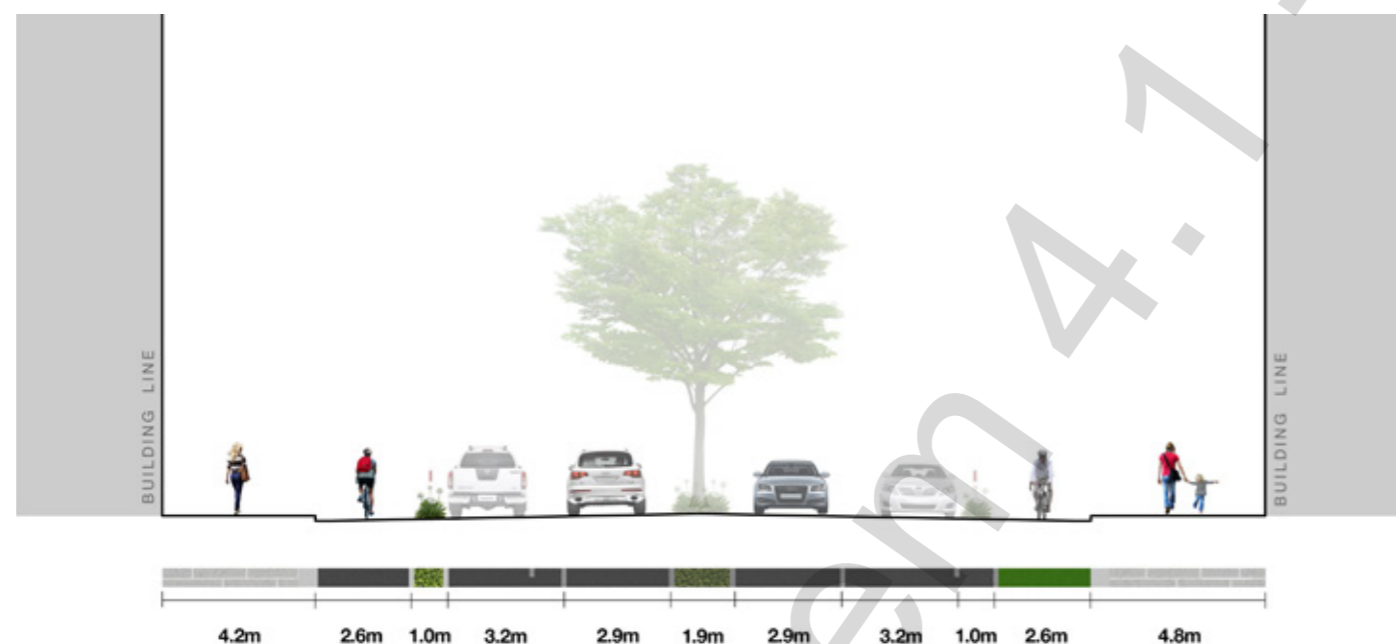
Franklin/Flinders Street (Morphett Street to Gawler Place)



Context Plan



Typical Plan



Typical Section

Current street arrangement

- Two lanes of traffic in each direction
- Parallel parking.
- Some parking spaces are ticketed
- Line-marked bike lane between parallel parking and traffic
- Not used as a bus route.
- Existing parking utilisation (average weekday, 7am - 7pm): 52%

Proposed street arrangement with kerbside separated bike lanes

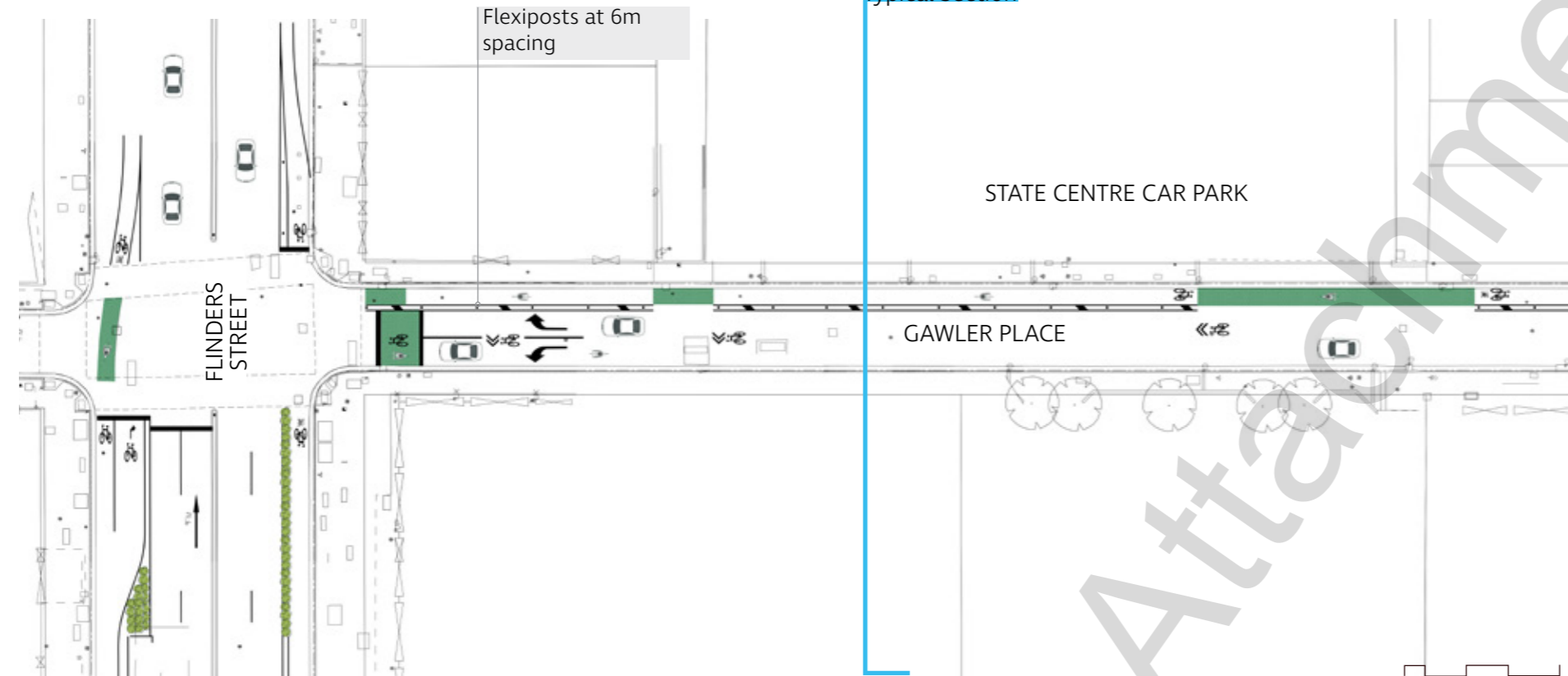
- Two lanes of traffic each direction during peak times (Weekdays between 7-9am and 4-6pm)
- One lane of traffic in each direction at all other times
- No stopping during peak times (Weekdays between 7-9am and 4-6pm)
- Parallel parking at all other times.
- Right turn lanes will be retained.
- The short left turn lanes from Franklin Street to Morphett Street and King William Street will be removed.
- All side street and driveway accesses will be retained.

Design comments

- Street functionality and operation would be similar to Frome Street (Rundle Street to Wakefield Street).
- The proposal will include provision of drop-off at key facilities including Uniting Communities, Quest Hotel, Australia Post, Adelaide Central Bus Station, Eynesbury College and the Adina Hotel. The detailed design for each location will be determined in conjunction with stakeholders.
- Some parking spaces need to be removed to comply with current road design and parking standards (unrelated to the bikeway).
- The provision of off-peak parking close to King William Street will be determined following further traffic analysis.
- New landscaping can be included in sections of the separation strip between the bike and traffic lanes.
- There are future opportunities for planting trees and landscaping in the central median.

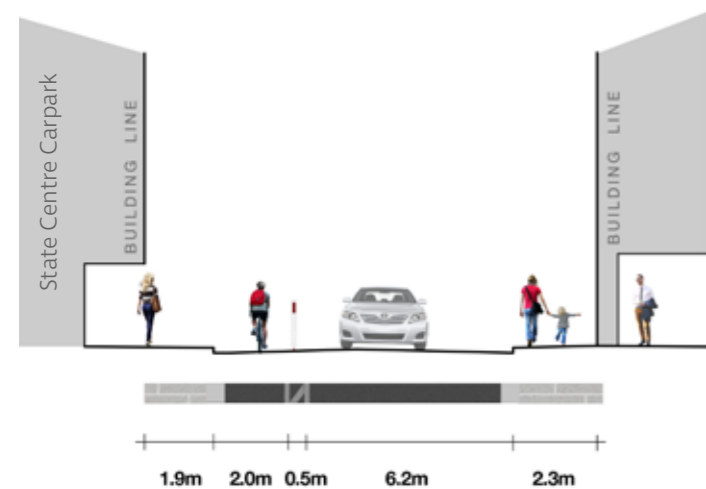
Segment Design C

Gawler Place



Typical Plan

Typical Section



Typical Section

Current street arrangement

- Provides for vehicle travel in the northbound direction only.
- Two traffic lanes in the northbound direction, at the Flinders Street intersection.
- Parallel parking on the western side.

Proposed street arrangement with separated bike lanes

- No change to parking.
- No change to traffic lane configuration at Flinders Street intersection.
- Bike riders will be permitted to ride in both directions via:
 - » a contra-flow lane in the southbound direction
 - » sharing the lanes with general traffic in the northbound direction

Design comments

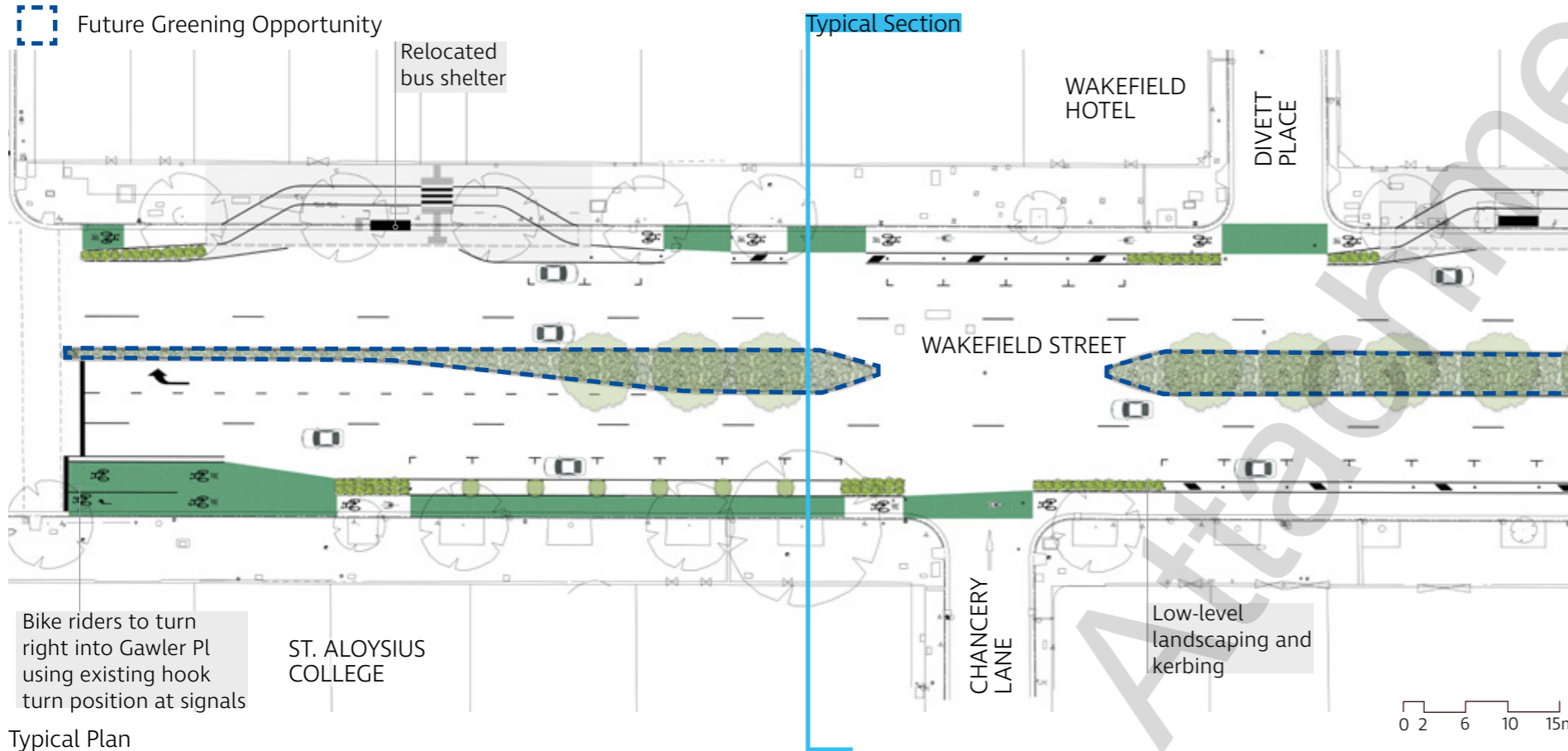
- Traffic signalling arrangements have not yet been finalised, but are likely to be complex to allow bike riders to access Gawler Place from Flinders Street.
- There is a future opportunity to provide two-way access for bike riders along the length of Gawler Place to provide access to the northern CBD and Rundle Mall.

Segment Design D

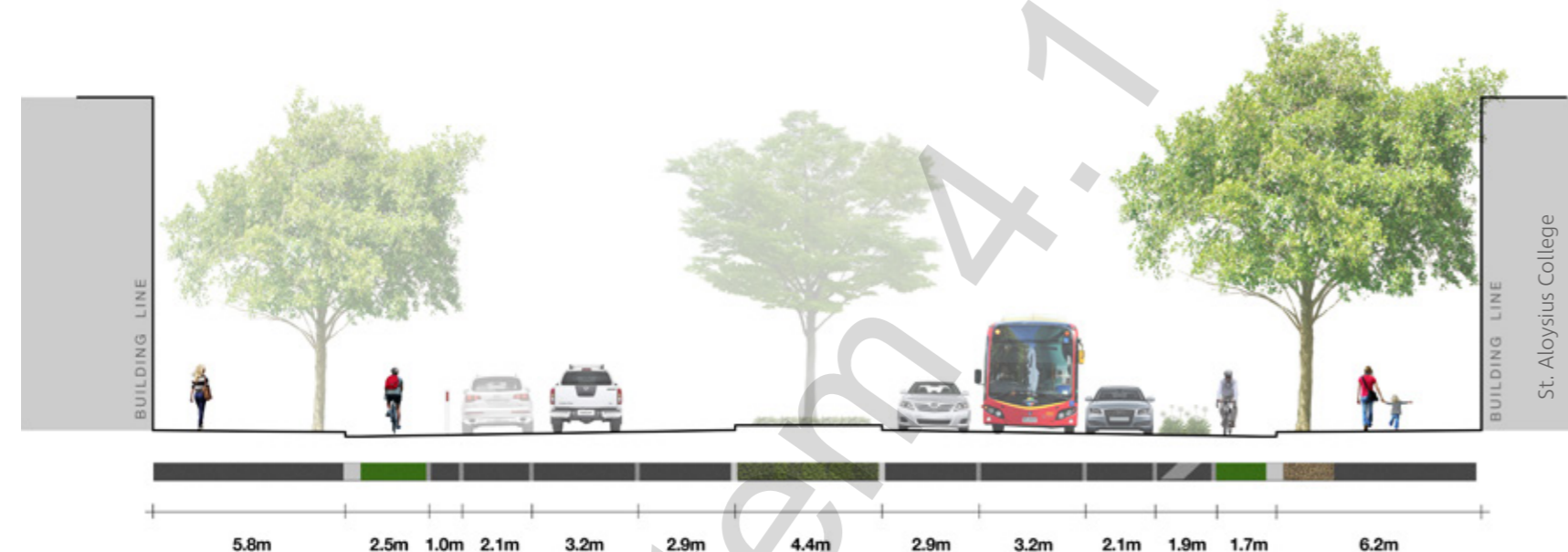
Wakefield Street (Gawler Place to Pulteney Street)



Context Plan



Typical Plan



Typical Section

Current street arrangement

- Two lanes of traffic in each direction
- Parallel parking.
- Some parking spaces are ticketed.
- Line-marked bike lane between parallel parking and traffic
- Adelaide Metro bus route
- Existing parking utilisation (average weekday, 7am - 7pm) 56%

Proposed street design with kerbside separated bike lanes:

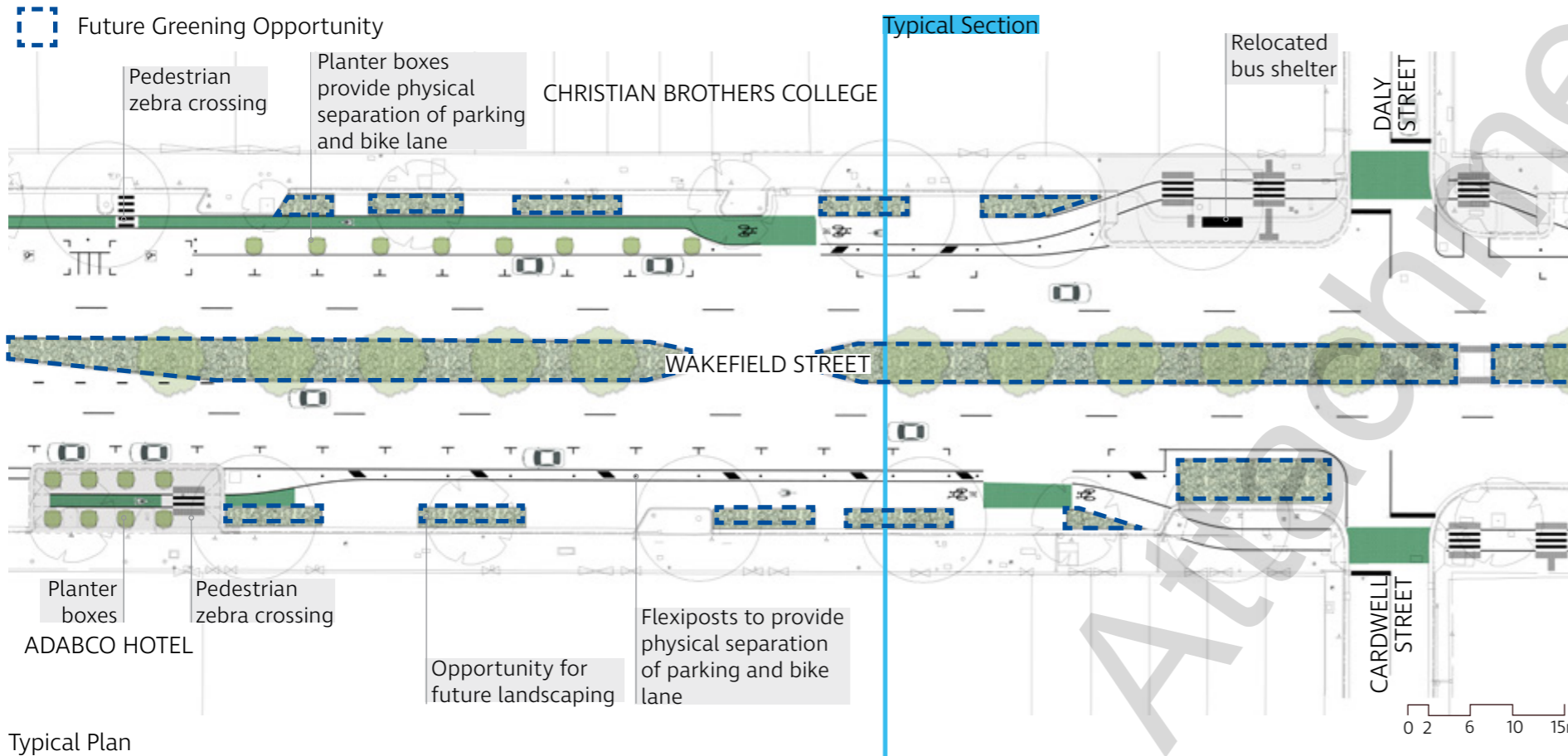
- Two lanes of traffic in each direction at all times
- Parallel parking at all times.
- Kerbside separated bike lanes on both sides of the street
- The right turn lanes from Wakefield Street into Gawler Place and Pulteney Street will be retained.
- The left turn lane from Wakefield Street into Pulteney Street will be retained.
- All side street and driveway accesses will be retained.
- The bikeway will interact with four bus stops.
- Footpath widths will be reduced at the bus stops to provide space for the bus stop-bikeway interaction.

Design comments

- Bikeway could be installed with minimal change to existing street operation.
- The design details of the interface between the bikeway and bus stops will be further refined with DIT and the South Australia Public Transit Authority (SAPTA).
- The proposal will include provision for drop-off at key locations including St Aloysius College.
- Some parking spaces need to be removed to comply with current road design and parking standards (unrelated to the bikeway).
- Traffic signalling arrangements at Gawler Place have not yet been finalised, but are likely to utilise the existing 'hook-turn' arrangement for bike riders that allows them to turn right into Gawler Place.
- The traffic signals at the Metropolitan Fire Service (MFS) will continue to operate as usual.
- New landscaping can be included in sections of the separation strip between the bike and traffic lanes.
- There are future opportunities for planting trees and landscaping in the central median.
- Planned asset renewal works could provide future opportunities for enhancements

Segment Design E

Wakefield Street (Pulteney Street to Hutt Street)



Current street arrangement

- Two lanes of traffic in each direction
- Angle parking.
- Some of the parking is ticketed
- Line-marked bike lane between angle parking and traffic.
- Adelaide Metro bus route
- Existing parking utilisation (average weekday, during business hours): 51%

Proposed street arrangement with kerbside separated bike lanes

- Two lanes of traffic in each direction at all times
- Parallel parking at all times.
- Accessible parking spaces can be retained.
- Kerbside separated bike lanes on both sides of the street
- The right turn lanes from Wakefield Street to Pulteney Street, Frome Street and Hutt Street will be retained.
- The short left turn lanes from Wakefield Street to Pulteney Street, Frome Street and Hutt Street will be retained.
- Access to all side streets and driveways will be retained.
- The bikeway will interact with four bus stops.
- Footpath widths will be reduced at the bus stops to provide space for the bus stop-bikeway interaction.

Design comments

- The possible closure of the median at the uncontrolled four-way intersection of Wakefield Street, Daly Street and Cardwell Street will be further investigated to determine the benefits and impacts, prior to making a final decision.
- The design details of the interface between the bikeway and bus stops will be further refined with DIT and the South Australia Public Transit Authority (SAPTA).
- The proposal will include provision for drop-off at key locations including Christian Brothers College and the Adabco Boutique Hotel.
- Some parking spaces need to be removed to comply with current road design and parking standards (unrelated to the bikeway).
- Planned renewal works could provide future opportunities.
- New landscaping can be included in sections of the separation strip between the bike and traffic lanes.
- Some existing trees are located in the roadway resulting in opportunities for planter boxes, future landscaping or art in the spaces between trees.
- There are future opportunities for planting trees and landscaping in the central median.
- Planned asset renewal works could provide future opportunities for enhancements

Typical Plan



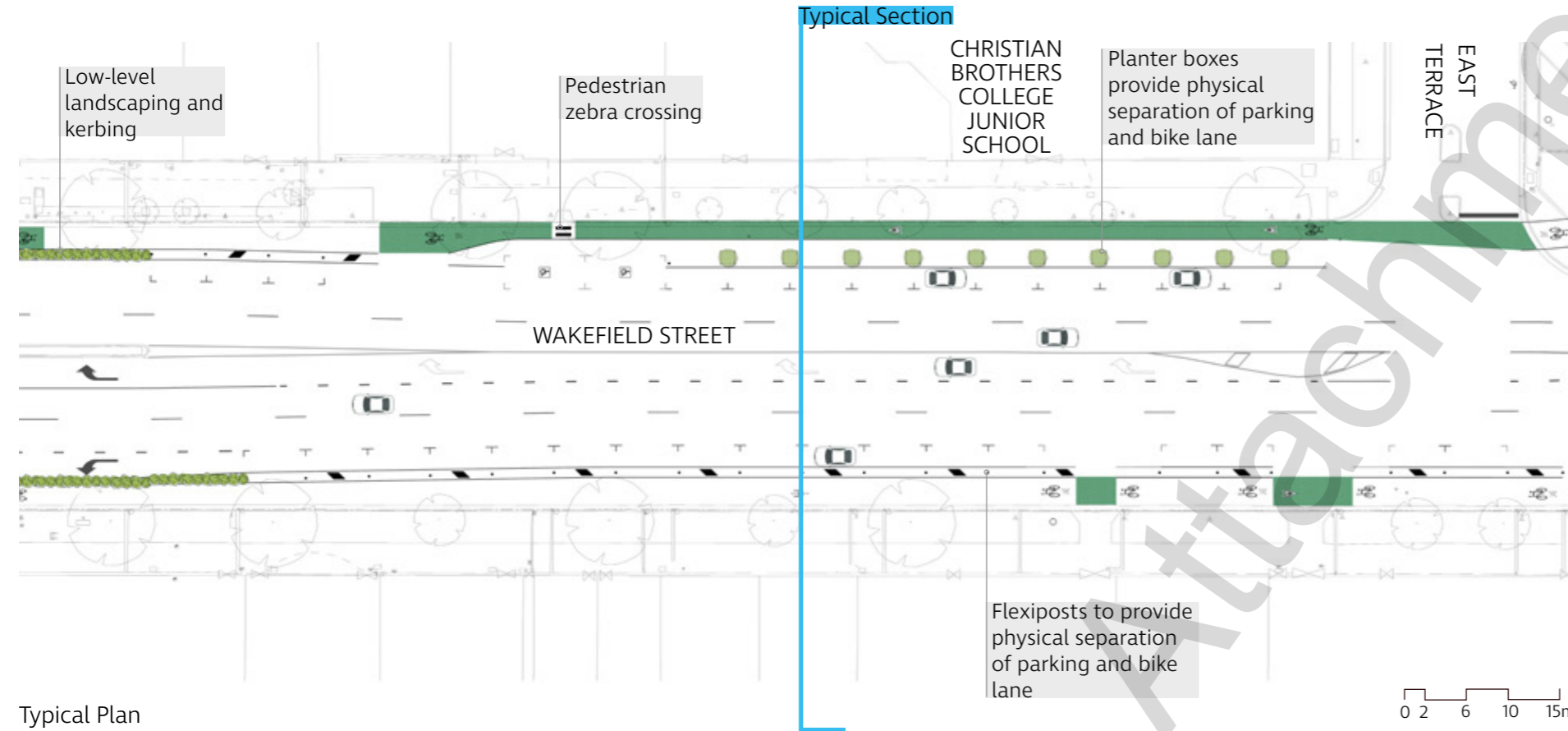
Typical Section

Segment Design F

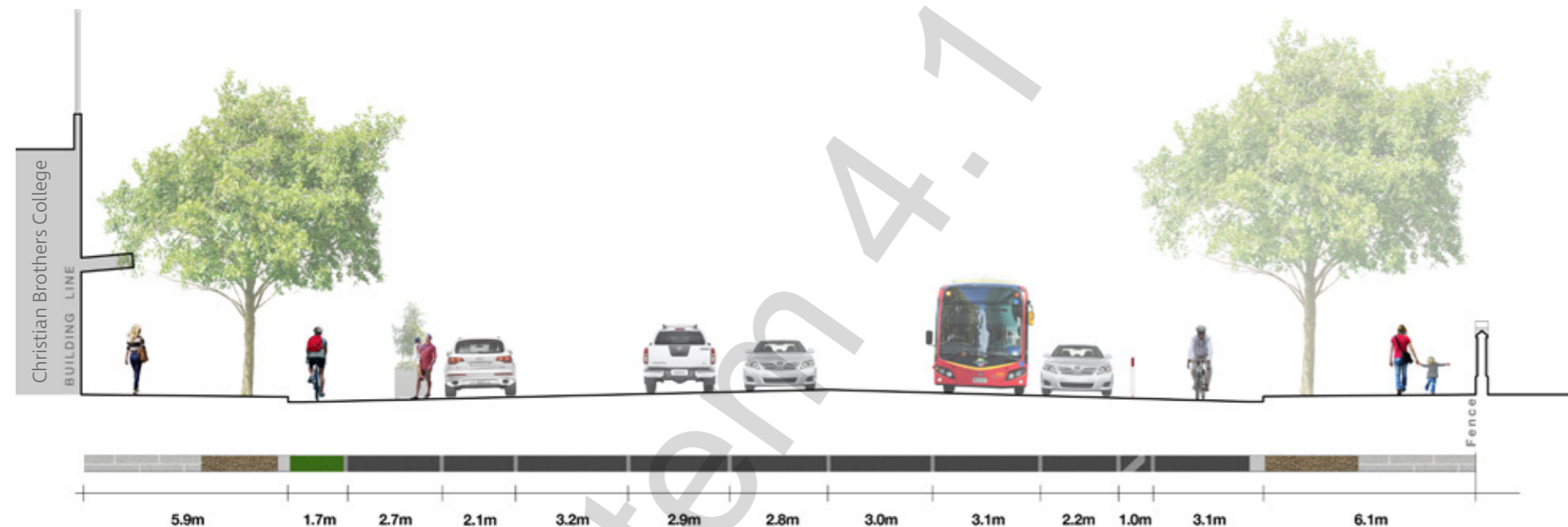
Wakefield Road (Hutt Street to Parklands Trail)



Context Plan



Typical Plan



Typical Section

Current street arrangement

- Two lanes of traffic in each direction.
- Parallel parking.
- Some of the parking spaces are ticketed.
- Line-marked bike lane between angle parking and traffic.
- Existing parking utilisation (average weekday, 7am - 7pm): 49%

Proposed street arrangement with kerbside separated bike lanes

- Two lanes of traffic in each direction at all times.
- Parallel parking at all times.
- Accessible parking spaces can be retained.
- Kerbside separated bike lanes on both sides of the street.
- The right turn lanes from Wakefield Street into Hutt Street and East Terrace will be retained.
- The short left turn lane from Wakefield Street into Hutt Street will be retained.
- A new signalised pedestrian/bike crossing will be installed on Wakefield Road where the Park Lands Trail crosses the street.
- New landscaping can be included in sections of the separation strip between the bike and traffic lanes.
- Some existing trees are located in the roadway resulting in opportunities for planter boxes or future landscaping in the spaces between trees.

Design comments

- The proposal will include provision for drop-off at key locations including Christian Brothers College.
- The new signalised crossing will allow bike riders to safely connect to bikeways to the eastern suburbs as well as providing for safe crossing at the Park Lands Trail.
- The design of the bikeway between East Terrace and the Park Lands Trail is likely to include an on-road kerbside separated bikeway in the westbound direction and shared use path in the Park Lands for the eastbound direction. This design will be further developed with consideration of existing trees, connections to Park Land paths etc.

ACC EAST WEST BIKEWAY

PRELIMINARY COST ESTIMATE | MARCH 2021

LOCATION SUMMARY

Rates Current At March 2021

Ref	Location	Total Cost \$
A	Franklin Street: West Terrace to Morphett Street (OPTION 1)	661,950.00
B	Franklin Street: Morphett Street to King William Street	596,590.00
C	Flinders Street: King William Street to Gawler Place	497,455.00
D	Gawler Place: Flinders Street to Wakefield Street	90,650.00
E	Wakefield Street: Gawler Place to Eastern Extent	2,286,690.00
ESTIMATED NET COST		4,133,335.00

MARGINS & ADJUSTMENTS

Internal Project Management	9.7%	400,000.00
Engagement and Communication	4.4%	200,000.00
Professional Design	3.2%	150,000.00
Evaluation (Pre and Post Bikeway)	2.0%	100,000.00
Parking Sensors	2.3%	115,000.00
ESTIMATED TOTAL COST		5,098,335.00

ACC EAST WEST BIKEWAY

PRELIMINARY COST ESTIMATE | MARCH 2021

LOCATION SUMMARY

Rates Current At March 2021

Ref	Location	Total Cost \$
F	Franklin Street: West Terrace to Morphett Street (OPTION 2: Centre of Road Option)	758,240.00
B	Franklin Street: Morphett Street to King William Street	596,590.00
C	Flinders Street: King William Street to Gawler Place	497,455.00
D	Gawler Place: Flinders Street to Wakefield Street	90,650.00
E	Wakefield Street: Gawler Place to Eastern Extent	2,286,690.00
ESTIMATED NET COST		4,229,625.00

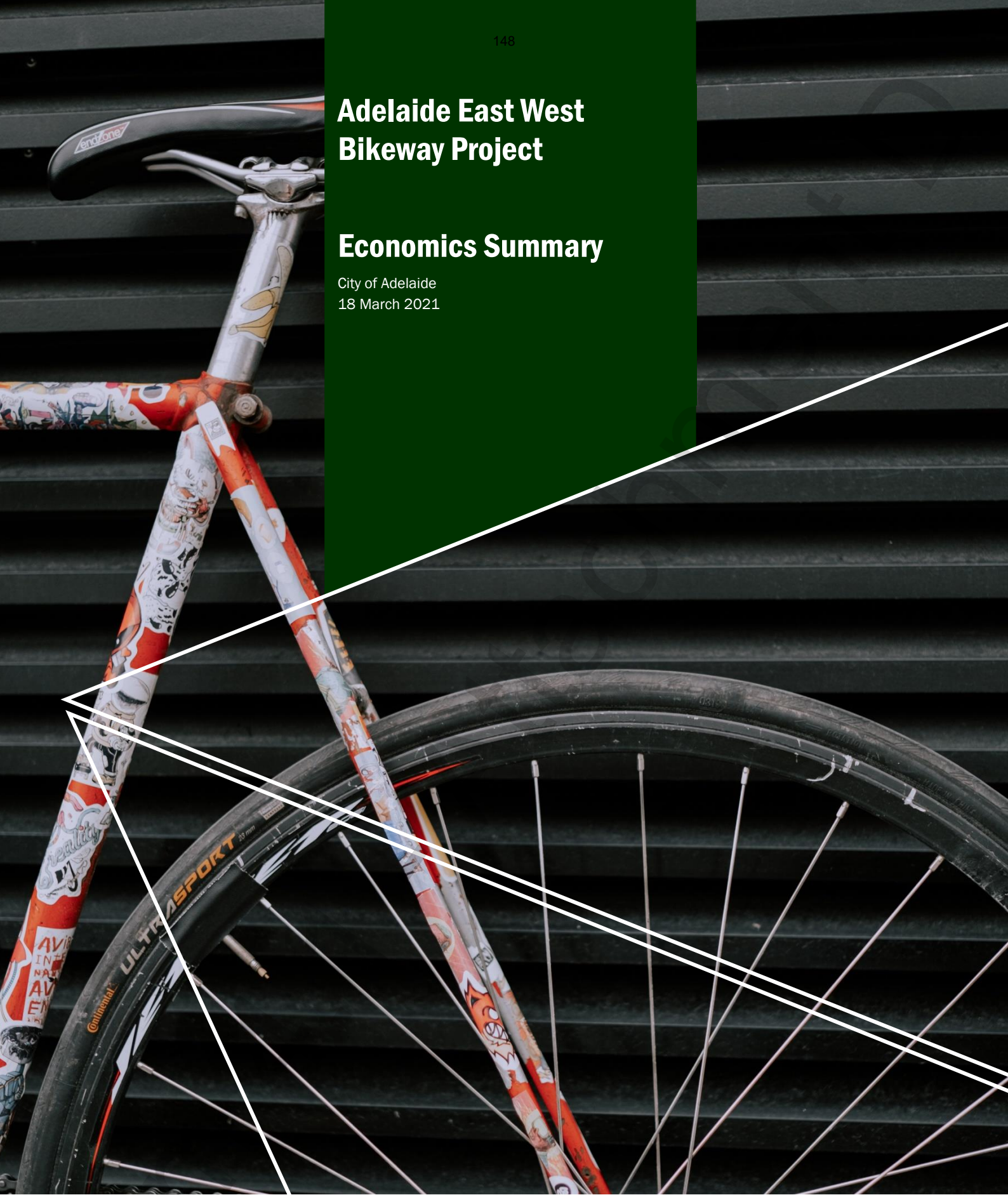
MARGINS & ADJUSTMENTS

Internal Project Management	9.5%	400,000.00
Engagement and Communication	4.3%	200,000.00
Professional Design	3.1%	150,000.00
Evaluation (Pre and Post Bikeway)	2.0%	100,000.00
Parking Sensors	2.3%	115,000.00
ESTIMATED TOTAL COST		5,194,625.00

Adelaide East West Bikeway Project

Economics Summary

City of Adelaide
18 March 2021



Disclaimer

Nine-Squared Pty Ltd (NineSquared) has prepared this report taking all reasonable care and diligence required. This report provides high-level analysis only and does not purport to be advice on particular investment options or strategies. We have not independently verified the information provided to us.

While NineSquared has used all reasonable endeavours to ensure the information in this report is as accurate as practicable, NineSquared, its contributors, employees, and directors shall not be liable whether in contract, tort (including negligence), equity or on any other basis for any loss or damage sustained by any person relying on this document whatever the cause of such loss or damage.

About NineSquared

NineSquared is a specialist economic consulting and commercial advisory firm focused on helping governments and companies make great decisions and achieve your goals and objectives.

Our principals and staff are experienced, senior level practitioners who have worked in and advised government and private sector clients about a range of commercial and economic issues, primarily relating to transportation. Broadly, our expertise lies in the fields of transport and regulatory economics, policy development and analysis and advising on commercial arrangements between government and the private sector as well as arrangements between companies operating within regulated environments.

Our combined public and private sector experience means that we are well placed to provide our clients with deep understanding of both the public and private sectors and the interface between them.

www.ninesquared.com.au

Abbreviations / Acronyms

Acronym	Description
ABS	Australian Bureau of Statistics
ATAP	Australian Transport Assessment and Planning
ATEAT	Active Transport Economic Appraisal Tool
BCR	Benefit Cost Ratio
CBA	Cost Benefit Analysis
CBD	Central Business District
CoA	City of Adelaide
EWB	East-West Bikeway
GIS	Geographic Information System
IA	Infrastructure Australia
LGA	Local Government Area
MRS	Model Road State
NGTSM	National Guidelines for Transport System Management
NPV	Net Present Value
NZTA	New Zealand Transport Agency
OA	Options Analysis
PCE	Passenger Car Equivalent
SA1	Statistical Area 1

Executive Summary

The City of Adelaide (COA) engaged NineSquared to undertake an economic analysis of the development of a bikeway in the East West Bikeway Corridor (EWB). The economic appraisal brings together elements of the entire project, such as engineering and cost estimates, and places them within an economic context.

Typically, the benefits of a road project include impacts to road users, non-road users and government. For the purpose of the Cost Benefit Analysis (CBA) component of the economic analysis, the benefits monetised include the following:

- Impacts on health due to changes in active travel provisions
- Impacts on congestion due to changes in choice of transportation
- Impacts on injuries due to changes in road conditions and distance
- Impacts on vehicle operating costs due to changes in speed and distance
- Impacts on noise due to changes in choice of transportation
- Impacts on travel time due to changes in speed and distance

NineSquared has monetised these impacts using widely accepted methods recognised as leading practice as described in the following guideline documents:

- Australia Transport Assessment and Planning (ATAP) Guidelines– M4 Active travel, 2016
- NZ Transport Agency Monetised Benefits and Cost Manual, 2020
- Infrastructure Australia Assessment framework, 2018

The details of the costs and benefits identified in the CBA are summarised in Table 1 below. The BCR of the main case results is 2.2 at the 7% discount rate, indicating that the benefits of the project exceed the costs.

Table 1: CBA summary results

Parameter	Value
Benefit cost ratio (BCR)	2.2
Net present value (NPV) (\$m)	\$9.33
Internal rate of return (IRR)	10.40%
Present value of benefits (PVB) (\$m)	\$17.38
Present value of costs (PVC) (\$m)	\$8.05

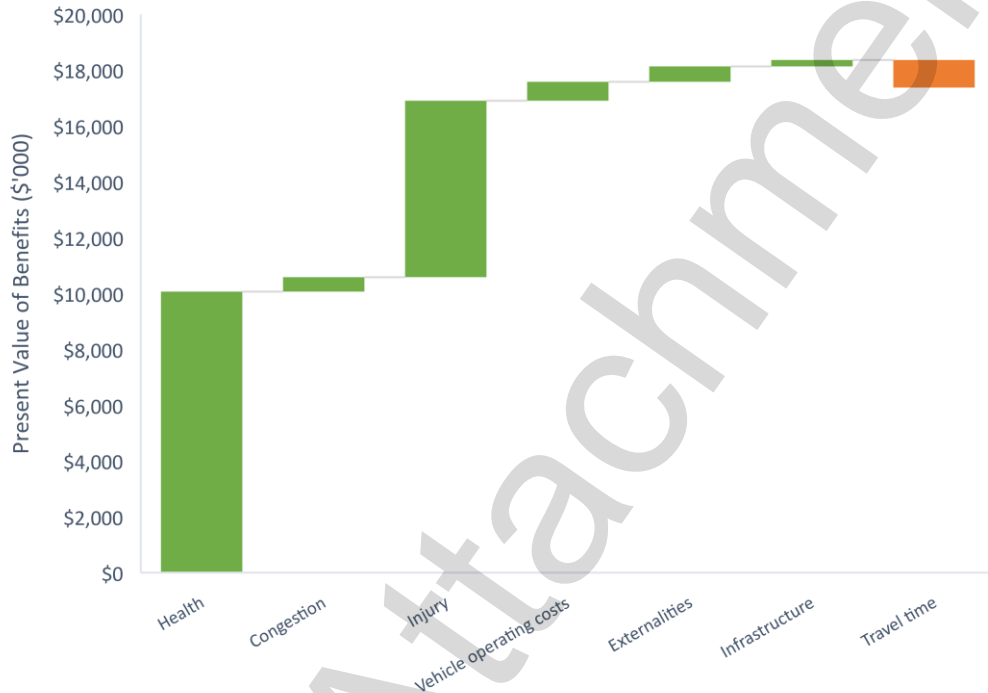
Source: NineSquared, 2021

These headlines results are significantly positive due to the relatively low capital and ongoing costs. The headline results indicate that for each dollar invested in the project, over \$2 of benefit is returned to the community, indicating that there is economic merit in delivering the project.



A breakdown of the project NPV is displayed in Figure 1 below. Health benefits to cyclists accounted for the largest impact of the project. This relates to the health and wellbeing improvements to those who elect to cycle more or transfer from public transport or private vehicle used to active transport. Columns shown in green represent a positive benefit whereas an orange column indicates a negative benefit (or disbenefit).

Figure 1: Net Present Value (NPV) breakdown



Source: NineSquared, 2021

Different outcomes can result from different behavioural responses by the community and changes in exogenous issues such as the state of the economy. Consequently, the robustness of the economic analysis results is assessed through a series of sensitivity tests. A summary of the sensitivity testing results is shown in Table 2.

Table 2: Sensitivity analysis results

Sensitivity Test	BCR	Change in BCR (%)	NPV (\$m)	Change in NPV (%)
Main Case	2.2		\$9.33	
1 Discount rate 4%	2.9	32%	\$16.05	72%
2 Discount rate 10%	1.7	-23%	\$5.28	-43%
3 Project Costs +20%	1.8	-18%	\$7.72	-17%
4 Project Costs +10%	2.0	-11%	\$8.53	-9%
5 Project Costs -10%	2.4	9%	\$10.14	9%
6 Project Costs -20%	2.7	23%	\$10.94	17%
7 Benefits +20%	2.6	18%	\$12.81	37%

Sensitivity Test	BCR	Change in BCR (%)	NPV (\$m)	Change in NPV (%)
8 Benefits +10%	2.4	8%	\$11.07	19%
9 Benefits -10%	1.9	-12%	\$7.59	-19%
10 Benefits -20%	1.7	-21%	\$5.85	-37%

Source: NineSquared, 2021

The two scenarios that were analysed in addition to the main case as part of this study include:

- Adjusted speeds in the with-project case
- Adjusted diversion rates

The analysis indicates that the project has economic merit under a range of scenarios. Scenario modelling indicates that even with less than expected demand, improved private vehicle access to the CBD or not attracting target users, the project still delivers a net positive impact to society.

The table below summarises the qualitative impacts assessed as part of the project. On balance, there are four positive impacts and two negative impacts. While the magnitude of these impacts differ, there are a number of considerations to be addressed if the project moves to preliminary design; however, the proposed mitigations indicate that the scale of the positive impacts may outweigh the scale of the negative impacts once mitigated.

Table 3: Qualitative summary

	Severity	Likelihood
Positive Impacts		
Improved access to education	Moderate	Occasional
Liveability	Low	Occasional
Enjoyment factor	Low	Remote
Greater social interaction	Negligible	Remote
Negative Impacts		
Traffic impacts	Moderate	Occasional
Health impacts of electric personal mobility device travel substituting active travel	Low	Remote

Source: NineSquared, 2021

Community Land Revocation – James Place Public Toilets

ITEM 4.2 23/03/2021
Council

Strategic Alignment - Enabling Priorities

2020/00594
Public

Program Contact:
Matthew Rodda, Acting AD
Strategic Property &
Commercial 8203 7313

Approving Officer:
Tom McCready, Acting
Director City Shaping

EXECUTIVE SUMMARY

Council resolved on 28 January 2021 to seek approval from the Minister for Planning & Local Government (the Minister) to the proposed revocation of the community land classification of the James Place Public Toilet land. This followed community consultation and consideration of public submissions received in response to the proposed community land revocation.

On 11 March 2021 the Minister approved the proposal by the City of Adelaide to revoke the community land classification of the James Place Public Toilet land.

The Minister has advised that if the City of Adelaide Council wishes to proceed with the revocation Council will need to pass a motion to revoke the community land classification pursuant to section 194(3)(b) of the *Local Government Act 1999 (SA)*.

RECOMMENDATION

THAT COUNCIL

1. Approves to revoke the James Place Public Toilet land as defined within Attachment A to Item 4.2 on the Agenda for the Special meeting of Council held on 23 March 2021 and described as Allotment 123 in Filed Plan 181775 comprised in Certificate of Title Volume 5883 Folio 435 from the classification as community land pursuant to section 194(3)(b) of the *Local Government Act 1999 (SA)*.
2. Authorises the Lord Mayor and Chief Executive Officer to execute and affix the common seal to all necessary documents to give effect to the revocation of the community land classification of the James Place Public Toilet land.

IMPLICATIONS AND FINANCIALS

City of Adelaide 2020-2024 Strategic Plan	Strategic Alignment – Enabling Priorities 5.04 Implement the Strategic Property Review
Policy	The public consultation process for the proposed community land revocation exceeded the minimum 21 day notification requirement as set out within Council’s Public Communication and Consultation Policy.
Consultation	Public consultation was undertaken using a variety of mediums exceeding the requirements within Council’s Public Communication and Consultation Policy.
Resource	The next steps as outlined within this report will be undertaken by the Strategic Property & Commercial Program.
Risk / Legal / Legislative	Section 194(3)(b) of the <i>Local Government Act 1999 (SA)</i> sets out that if the Minister approves the proposed community land revocation the Council may make a resolution revoking the classification as community land.
Opportunities	Sale and redevelopment of the land will enable an improved retail frontage supporting activity and amenity within James Place. Proceeds from the asset sale will be transferred to the future fund in order to fund the purchase of new income generating assets or new capital works of a strategic nature.
20/21 Budget Allocation	The Strategic Property and Commercial Program’s 2020/21 budget incorporates \$100,000 for the implementation of strategic property activities.
Proposed 21/22 Budget Allocation	Not as a result of this report
Life of Project, Service, Initiative or (Expectancy of) Asset	Not as a result of this report
20/21 Budget Reconsideration (if applicable)	Not as a result of this report
Ongoing Costs (e.g. maintenance cost)	The proposed sale of the James Place Public Toilet land and the provision of replacement public toilets by the adjoining owner will enable operational cost savings to the City of Adelaide in perpetuity.
Other Funding Sources	The adjoining owner/purchaser will fund the construction and operation of replacement public toilet facilities including male, female, accessible and Changing Places facilities. The purchaser will also fund the provision of temporary facilities during construction.

DISCUSSION

Background

1. As of 1 January 2000, under the *Local Government Act 1999 (SA)* (the Act), all local government land (except roads) that is owned by a council or is under the care, control and management of a council is classified as community land.
2. Since 1 January 2003, removal from the classification as community land can only proceed by revocation under Section 194 of the Act. The proposal to revoke land requires a council to undertake public consultation in accordance with its Public Communication and Consultation Policy with approval to be given by the Minister for Planning & Local Government (the Minister).
3. Land that is community land cannot be disposed of, ie sold or transferred, unless it has been excluded from this classification or revoked.
4. On 9 June 2020 Council resolved to proceed with the process for the revocation of the community land classification of the James Place Public Toilet land and to undertake public consultation for this purpose. Council also noted at this meeting that it would review the public consultation results (including submissions received) to determine its position on the proposed community land revocation.
5. The revocation of the James Place Public Toilet land from its community land status was proposed for the purpose of its sale and redevelopment.
6. Sale of the James Place Public Toilet land would enable the land to form part of a significant redevelopment adjacent to the Rundle Mall precinct including an improved retail frontage adding value to the retail experience supporting activity and public amenity within the James Place connection.
7. It is noted that in accordance with existing contractual arrangements the purchaser of the James Place Public Toilet land is required to:
 - 7.1. Construct replacement public toilets as part of its redevelopment (also incorporating the James Place Public Toilet land). The replacement public toilets within the redevelopment will be consistent with the existing facilities incorporating male, female, accessible and Changing Places toilets.
 - 7.2. Own, maintain and operate the replacement public toilets at its cost in accordance with agreed key performance indicators. These indicators set out requirements relating to safety, security, cleansing, maintenance, opening hours and other operational matters. In particular, operational hours for the replacement toilets will be consistent with the current promoted hours and in addition the facility will remain open in support of the 'Home Zone' initiative from Friday 7:00am through to midnight and Saturday 8:00am through to 8:30pm Sunday.
 - 7.3. Provide temporary toilet facilities until such time as the replacement toilet facilities are constructed and operational. The alternate temporary public toilets facilities to be provided during the construction of the new public toilets will allow for male, female and accessible toilets but not a Changing Places facility.
8. The above arrangements will be secured via contractual documents including a Land Management Agreement to be registered on the land. The Land Management Agreement will carry with the land notwithstanding ownership and has been selected as the appropriate mechanism based on legal advice received by the Administration ensuring that the adjoining owner/purchaser meets its obligations with the City of Adelaide's interest to be protected.
9. Discussions with the adjoining owner/purchaser have been positive with respect to the replacement and temporary public toilets. An update is provided below:
 - 9.1. Replacement Public Toilets - Feedback from relevant Portfolios (including Strategic Property & Commercial, City Culture and Infrastructure) was provided to the adjoining owner/purchaser with respect to the replacement toilet design. The Administration's feedback has been incorporated into a revised design for the replacement public toilets incorporating male, female, accessible and Changing Places facilities. The replacement toilet facilities are proposed to be accessed from an east/west urban laneway connecting James Place and King William Street. Operating hours for the replacement public toilets will be consistent with the existing facilities and will also support the 'Home Zone' initiative.
 - 9.2. Temporary Public Toilets – The adjoining owner/purchaser has provided the Administration with a proposal for temporary public toilets. The temporary facilities (to be made available during the construction of the replacement facilities) are proposed for Grenfell Plaza toward the Grenfell Street frontage. This location will support wayfinding from the current James Place location. The proposal is under review, however temporary toilet facilities will be operational ahead of demolition of the existing James Place facilities.

Community Land Revocation

10. Public consultation for the proposed community land revocation commenced on 19 November 2020 and closed on 18 December 2020 (this followed a one week extension due to COVID-19 restrictions between 19 November and 22 November 2020).
11. The James Place Public Toilet land being the subject of the proposed revocation of the community land classification incorporates the land within Attachment A described as Allotment 123 in Filed Plan 181775 as contained within Certificate of Title Volume 5883 Folio 435.
12. Consultation incorporated public notices, signage displays, key stakeholder updates, use of YourSay website and social media posts. The City of Adelaide's Facebook and Twitter posts during November and December 2020 resulted in a reach of over 19,000 people with 144 link clicks.
13. A total of 7 submissions were received in response to the public consultation process for the proposed community land revocation. This included 2 submissions in support of the revocation, 4 submissions objecting to the revocation and 1 submission which was recorded as being neutral.
14. At its meeting of 28 January 2021 Council resolved, having considered the submissions received, to seek approval from the Minister in respect of the proposed community land revocation. In this regard, it was considered that objections and associated concerns received during the public consultation process had been sufficiently addressed within existing contractual arrangements and would continue to be addressed into the future.
15. Responses were subsequently provided to each respondent who lodged a formal submission. Correspondence was provided to each respondent in accordance with the individual responses provided to Council at its meeting of 28 January 2021.
16. A report on the proposed revocation was submitted to the Minister on 10 February 2021 in accordance with section 194(3)(a) of the Act seeking approval the revocation of the community land classification of the James Place Public Toilet land.
17. The above report to the Minister incorporated the relevant information sought within the 'Office of Local Government Guidance Paper Section 194 – Revocation of Community Land Classification'. This included information relating to the nature of the proposal, the public consultation process as well as formal submissions received and City of Adelaide responses.
18. The proposal to revoke the community land classification of the James Place Public Toilet land was approved by the Minister on 11 March 2021 as available at [Link 1](#).
19. The Minister has advised within the above approval that if the City of Adelaide Council wishes to proceed with the community land revocation Council will need to pass a motion to revoke the community land classification pursuant to section 194(3)(b) of the Act.
20. Given the above, Council is now in a position to formally revoke the community land classification of the James Place Public Toilet land, pursuant to section 194(3)(b) of the Act. In addition to the formal revocation of the land, it is recommended that the Lord Mayor and Chief Executive Officer be authorised to execute and affix the common seal to all necessary documents to give effect to the revocation of the community land classification.

DATA AND SUPPORTING INFORMATION

Link 1 – Letter from the Minister for Planning & Local Government

ATTACHMENTS

Attachment A – James Place Public Toilet land

- END OF REPORT -

Adelaide City Council Community Land Management Plan
Community Land Category - Public Facilities
Detail Map 1 of 1

James Place Toilets
Legal Description - CT5883/435

