

4 November 2012

Community Consultation
Frome Street Bicycle Route – Section A
Adelaide City Council
GPO Box 2252
Adelaide 5001

Frome Street Bicycle Route – Section A

SECRA believes that the proposed Frome Road bicycle route between Glen Osmond Road and Pirie Street should be primarily designed so that it encourages cyclists to use the route for commuting to and from work in the city and for recreational purposes. Whilst this may not necessarily be the most direct route for cyclists it should provide as safe as possible route for cyclists who are not confident cycling on roads with motorists while experienced cyclists may decide to use a more direct “on road” route.

With this in mind the following comments are provided:

- SECRA is of the view that new paths and roadways should not be created in the Park Lands unless there are no other alternatives. Widening the existing path between Glen Osmond Road and South Terrace (Option A) is therefore preferred instead of creating a new path as proposed under Option B. The path shown under Option A is also more direct than that under Option B and under Option B cyclists would be required to ride along South Terrace to access Charlotte Street. SECRA does not see the existing round structure on the path near Himeji Garden as being a reason for creating a new bicycle route as the path could be widened around this structure to accommodate cyclists.
- The shared roads concept for Charlotte and Castle Streets with motor vehicles going one way and cyclists both ways is supported. This would need to be supported by signage advising motorists that cyclists use the roadway in both directions.
- SECRA is of the view that the proposed bicycle route between Carrington and Pirie Streets should set the preferred standard for future “on road” bicycle routes within the city. “Option 1 – Kerbside separated bicycle lanes” is therefore preferred as it separates cyclists from moving motor vehicles and therefore provides a much safer route for cyclists. Many cyclists would find Option 2, where they are required to ride in a bicycle lane with parked cars on one side with the risk of their doors being opened, and moving motor vehicles on the other side, as unacceptable for a city that is encouraging the use of bicycles.
- While it is accepted that more on street parking spaces will be lost with “Option 1 - Kerbside separated bicycle lanes” if the Council is serious about encouraging cyclists into the city and discouraging vehicles then surely the decision should be Option 1. There may however be a need to retain on street residential permit parking for those residents occupying older housing which does not have off street parking.

- It is considered that the “continue over intersection” option is the better treatment for non-signalised intersections provided that the bicycle lanes are readily identifiable by motorists (ie coloured green). In any event all cyclists, pedestrians and motorists should exercise care at such intersections and it should be a given that they ensure that it is safe before crossing the intersection. The “bend out” and “raised platform” options may create confusion and could provide a false sense of security for cyclists and pedestrians.

While not included in this stage of the project SECRA is of the view that the bicycle route should be extended to North Terrace (with kerbside separated lanes) and should be connected with an off road bicycle route to the Torrens Linear Park (either along Frome Road or through the Royal Adelaide Hospital site once it is vacated).

Yours sincerely,



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