

6 June 2012

Picture Adelaide  
Adelaide City Council  
GPO Box 2252  
Adelaide 5001

### **Moving Adelaide – Integrated Movement Strategy 2012-22**

SECRA supports the Council's ACC draft Integrated Movement Strategy 2012-22 and is pleased to see a document that has the foresight to address Adelaide's longer term transport issues.

SECRA has the following comments on the ACC draft Integrated Movement Strategy:

- The challenge will be to change the culture of city workers using their own vehicle to transport themselves to and from the city. This will not only require strategies by the Adelaide City Council but also the SA Government in the provision of a reliable, timely and satisfactory public transport system.
- The introduction of a 40kph speed limit throughout the City of Adelaide streets is welcomed by SECRA. However while this will make the city's streets safer for pedestrians and cyclists it will most likely not detract from city workers using their own cars as during peak hour traffic flow vehicle speed is such that a 40kph speed limit would not present a problem.
- During peak hour traffic the majority of cars travelling to and from the city are only occupied by the driver. In order to change this culture to one of either car sharing or using public transport the introduction of requiring cars with only one occupant to use the left hand lane on key access roads within the city should be considered in the future.
- Not only does Adelaide have the highest number of off street public car parking spaces of any other Australian capital city it also has the lowest average daily parking fee and the Adelaide City Council is a major contributor to this situation. SECRA supports the raising of UPark fees for all day parking and the redevelopment of UPark parking stations for other uses in the future. SECRA would prefer to see the Adelaide City Council divest itself of directly managing public car parks as it is in conflict with its Integrated Movement Strategy. The possibility of leasing existing UPark Parking Stations to the private sector and restricting any future development of car parking stations to those catering for specific developments and not for public use should be considered.

- On street car parking also needs to be addressed. While it is pleasing to see that it is proposed to remove all day parking around the Park Lands with a maximum of 4 hour parking time limits to be applied as appropriate the areas where 2 hour parking limits exists also needs to be addressed. A 2 hour time limit in streets in the vicinity of Hutt Street does not appear to deter city workers in that area from parking their vehicle on the streets and having to do the “2 hour car shuffle” each day. SECRA is of the view that some of these 2 hour time car parking zones should be reduced to 1 hour which hopefully would discourage workers from using on street car parking spaces. While this could present a problem for visitors to city residents there is always the option of these residents obtaining visitor car parking vouchers for their visitors although the time limits for these visitor car parking vouchers may need to be extended.
- The Integrated Movement Strategy encourages the use of bicycles for transport. The experienced cyclists do not need any encouragement to ride their bicycles into the city but it is those inexperienced cyclists that need to be encouraged by providing safe cycling conditions. Many such cyclists are not prepared to risk riding in road bicycle lanes that are next to vehicle lanes on their right hand side and parked cars with the potential of their doors being opened on their left hand side. The option of off road bicycle lanes is the preferred option or bicycle lanes between the footpath and parked cars as illustrated as “possible change” on pages 63 and 64 of the draft report.
- If the increased use of bicycles for transport is to be successful it will require cooperation between the Adelaide City Council, suburban Councils and the State Government to ensure that a safe bicycle lane network linking the City of Adelaide with the surrounding suburbs is in place. Key bicycle routes through the Park Lands should also be provided with lighting at night.
- Bicycle SA provides maps showing the bicycle network in Adelaide and the surrounding metropolitan area. SECRA is of the view that there is merit in producing a similar map just for the City of Adelaide, including the Park Lands. This map could be made readily available to the public and also provided to persons using the Council’s free hire bicycles. The map should also include a brief outline of the road rules as they apply to cyclists together with safety tips.
- While experienced cyclists may prefer a more direct route to work and are prepared to share the roads with vehicles many cyclists prefer to use the off road cycle paths that are provided around the Park Lands, the River Torrens Linear Park and other corridors leading into the city. Currently cyclists riding into the city along the River Torrens Linear Park are only able to access the Park Lands in the area of Bonython Park without having to ride along a road. There is no other bicycle access from the River Torrens Linear Park to the Park Lands east of the Police Barracks without having to ride on the road. Even at the Hackney Road and North Terrace intersections cyclists are forced to ride on the road or risk illegally riding on the footpath adjacent to the Wine Centre. While there is an off road two way bicycle path on the eastern side of Frome Road from Victoria Drive to North Terrace cyclists are then required to tackle a vehicle infested road network at the North Terrace intersection. SECRA is of the view that the old Royal Adelaide Hospital site should be returned to Park Lands once it is vacated and that a bicycle path linking the River Torrens Linear Park with the north eastern corner of the Park Lands be incorporated in this redeveloped area of Park Lands. It is understood there is a proposal is to have the site taken over by the Botanic Gardens once it is vacated by the hospital. SECRA is opposed to this proposal as when the Adelaide City Council explored the option of having a bicycle path through the Botanic Gardens in order to link the Park Lands with the River Torrens Linear Park this was not acceptable to the Botanic Park Authority.

- Bicycle lanes within the city frequently “disappear” before intersections, roundabouts and where roadways narrow. This can be very disconcerting and dangerous for cyclists and should be addressed. The diverting of the bicycle lane onto the footpath as introduced by the Unley City Council at the S bend where George and Duthy Streets meet would be a viable option in some situations.
- The proposed improvement of walking conditions in laneways and side streets is welcomed and is much needed in many areas of the city. This may be difficult to achieve using the footpaths because of the narrow road or laneway and the presence of power poles. The introduction of carriageways being shared between pedestrians, cyclists and vehicles is a viable option. Improvement in these facilities is also needed to enable disabled access throughout the city. Signage at the entrance of these streets warning motorists that pedestrians may be using the roadway would be relatively inexpensive and add to pedestrian safety and the safety of those in wheelchairs and gophers.
- SECRA notes that it is proposed to remove slip lanes at intersections in designated significant City Places to give greater priority to pedestrians and improve safety. SECRA supports this strategy and questions if it applies to both left hand and right hand slip lanes.
- If Adelaide is to become more pedestrian friendly it is considered that the introduction of the following is required:
  - The use of zebra crossings on roads where there is a need due to the pedestrian traffic and where traffic lights are not warranted. There may also be a need for zebra crossings at the entrances to car parking stations in order to give pedestrians using the footpath priority over vehicles entering and leaving the car park. Council need to work with the State Government to educate motorists that pedestrians have right of way across zebra crossings. The current behaviour of drivers at crossways at protuberances show that both motorists and pedestrians are confused about the road rules.
  - The introduction of visible count down pedestrian signals at traffic light pedestrian crossings to give pedestrians an indication of the time left for them to cross the road. Wide crossings should be provided with refuges in the centre of the road for pedestrians should they not be able to cross in the allocated time. Pedestrian lights at high pedestrian usage intersections should be activated in sync with the other traffic lights and not be required to be activated by pedestrians.
  - The installation of seating at regular intervals along well used pedestrian routes for use by those pedestrians with limited stamina.
  - The provision of protuberances at pedestrian crossings where there is angle vehicle parking so that pedestrians have a good view of oncoming traffic before stepping onto the roadway.
  - The provision of pedestrian refuges at non traffic light pedestrian crossings on roadways where there are four or more traffic lanes.
  - Ensuring that residents and occupants are aware of their responsibilities with regard to removing their waste disposal bins from the footpaths after waste collection. Not only can bins left on the footpath restrict pedestrian movement they are unsightly. SECRA is of the view that Council should be issuing infringement notices to those persons who continue to leave their bins out on the footpath for days after the collection of the waste.

SECRA is of the view that it would be beneficial to establish a reference group which included representation from residents and business to provide advice in development of the strategies. SECRA would welcome the opportunity to have further input when the detailed strategies are being developed for implementation and would be pleased to provide a representative on a reference group if it were to be established.

Yours sincerely,



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