

strengthening our community

27 March 2019

Public Consultation - Safer City Policy & Safer City Action Plan
Adelaide City Council
GPO Box 2252
ADELAIDE SA 5001

City of Adelaide Safer City Policy & Safer City Action Plan

SECRA strongly supports efforts to improve safety within the City.

In the discussion paper, safety is defined as 'the ability to pursue domestic, social and economic life without fear or hindrance of crime or disorder.' (p3)

It also states that 'we will create public spaces and streets that are active, safe and well-designed and that provide direct pedestrian and cycling links to shops, public transport and open spaces.' (p3)

Some of our suggestions will require the Council to work with the State government.

Safe streets, spaces and places

1. Develop a city-wide walking and cycling plan. This could include pedestrian only streets, shared-use zones and safe pedestrian road crossings.
2. Provide safe bikeways for cyclists and e-scooters so that the footpaths can be kept safe for pedestrians and outdoor dining.
3. Discourage cars from driving through the city. The City should be a destination not a thoroughfare.
4. Construct an east-west separated bikeway. Bikeways can appear expensive but not when one considers the amount of money spent accommodating cars. Their construction is a smart thing to do in relation to decarbonising a city. Given that it appears that the N-W bikeway along Frome Road won't be completed until late 2019, work should begin on the E-W bikeway in 2018-19.
5. Include safe bikeways and footpaths in any retrofitting of streets eg in King William Street from Victoria Square to South Terrace during the construction of the disability-compliant tram stop.
6. Reduce city-wide traffic speeds to 40km/h.
7. Narrow residential streets with footpaths that are not disability-compliant should become shared zones (like Bank Street) with traffic speed reduced to 10km/h.
8. Increase the area of continuous footpaths across roads (Jan Gehl).

9. Increase the number of traffic lights that do not require pedestrians to press a button.
10. Increase the number of traffic lights that show pedestrians how long they have to cross the street.
11. Increase the amount of time pedestrians have to cross the street.

Hutt Street:

12. Return traffic lights on Hutt Street to the cycle which gives people travelling east-west across Hutt Street as much time as those driving north-south along Hutt Street.
13. Remove U-turns on Hutt Street north and south of Carrington Street. These are dangerous for pedestrians crossing Hutt Street near Carrington Street. While the road may be clear when a pedestrian starts to cross the street a vehicle that has made a U-turn can be upon them within a few seconds.

Strong and welcoming communities

14. Investigate ways to decrease anti-social behaviour (as opposed to crime) with SAPOL and community groups.
15. The City of Adelaide website should have a dedicated "strong and welcoming communities" section that publicises SAPOL messages to the public eg not to engage with people begging on the street as begging can escalate to verbal abuse and robbery. There should be an somewhere to report incidents of racial abuse.
16. Encourage the State Government to create and fund a community health hub near the new RAH for those with complex medical and mental health issues that are currently not being adequately addressed.
17. Use Renewal Adelaide to activate streets like Hutt Street with businesses (not those that are focussed on alcohol) that open until 8pm or later and so "activate" the street.
18. Return to extended opening hours on Thursday evening for the Hutt Street library
19. Retain the widely-used Connector loop bus which connects residential areas of the City and North Adelaide with retail, medical and social services. City residents, and others, who do not own a car will be disproportionately affected by any reduction in the frequency of service: city loop buses need to come every 15 minutes for this service to work. The service is also well-used by visitors.
20. Many people who walk to the City from the inner suburbs do not feel safe walking through the Park Lands. We suggest that:
 - i. The Glenelg tram should be free from and until Greenhill Road (at the moment it is free to South Terrace). We note that the tram is free to the Entertainment Centre.
 - ii. All public transport travelling through the City and North Adelaide should be free, to and from, the Park Lands outer edge.

21. Relocated the V8 car race to Tailem Bend. Young women, in particular, do not feel safe during this event.

A world-renowned safe destination

22. International students and visitors would benefit from an app that: alerts them to safety issues in the City eg which streets are more "active" and therefor safer for pedestrians

23. Monitor the air quality in the City and decrease particulate matter.

24. Monitor and facilitate reduction of noise and air pollution from the Adelaide 500.

25. Phase out fossil-fuel Council vehicles until all vehicles are powered by renewable energy.

Regards



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