



Australian Institute  
of  
Landscape Architects

Adelaide City Bikeways Team  
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The Australian Institute of Landscape Architects – South Australian Chapter (AILA SA) is pleased to provide a submission in response the current engagement process on the City Bikeways project. AILA SA remains keen to engage collaboratively with the Adelaide City Council and the State Government to promote the role of active transport in a more prosperous and sustainable future for South Australia.

AILA SA is part of AILA, the growing national advocacy body representing almost 3,000 active and engaged landscape architects. Committed to designing and creating a better Australia, landscape architects have the skills and expertise to deliver innovative, integrated solutions to complex, large-scale urban projects. Landscape architects contribute leadership, creativity and innovation as they strive to collaborate to achieve better health, environmental, social and economic outcomes. From citywide strategies to the redesign of local parks, landscape architects are making places and spaces more sustainable and productive.

### **Overview**

AILA SA strongly supports the partnership between Adelaide City Council and the South Australian Government to deliver the City Bikeways Project that aims to improve safety, comfort and enjoyment for all travellers along the proposed routes.

The joint allocation of \$12m to develop the City Bikeways extending north and south and establishing a new east/west separated bikeway through the city and connecting to cycling routes in adjacent suburbs is a critical piece of city infrastructure that is missing within Adelaide.

AILA SA supports the provision and investment in active transport and advocates for high quality, integrated streetscape design solutions. Multi modal transport infrastructure provides for the social, economic, health and wellbeing needs of a city and its community. AILA recognises the role cycling plays in Active Travel strategies and building Healthy Communities, considered key ingredients to creating a more liveable city. These themes have been given greater prominence recently as recognised targets within the State Government's updated 30 year Plan for Greater Adelaide.

AILA SA supports the aims of the bikeways project to '...[improve] safety, comfort and enjoyment for all road users. Other aims include:

- to improve, prioritize and extend walking and cycling infrastructure by providing safe and universally accessible and convenient connections to activity centres, open spaces and public transport;
- to create a city ... where streets are for people with pedestrians and cyclists taking priority

- lead[ing] by example and ensure[ing] that activities to support a low carbon future are accelerated;
- to double the number of cycling trips in the city by 2020; and
- to create a separated environment for people who ride bikes along these routes.

### **Existing Frome Road Bikeway**

AILA SA does not support the reduction of the current Frome Road separated bikeway from 2.7m to 2m wide in order to accommodate additional traffic lanes and has concern that user safety may be compromised.

We highlight the outcomes of the Independent Evaluation Report (studio huss + CDM Research, June 2015) that found the bikeway had not adversely impacted the local economy, transport efficiency, safety and general amenity of Frome Street. The report also found that the volume of bikeway users has increased and is likely to continue to increase once the route is extended. The report concluded that:

*"Given the evidence with regard to motorist travel times and parking availability documented in Part A of this evaluation, we can see no traffic benefit in the proposed alternative design. Moreover, traffic capacity on this corridor will be dictated by the presence of the signalised intersections; the alternative design does not seek to modify these intersections to better accommodate Frome Street traffic movements. As such, we do not consider there is merit in further pursuing this alternative design and would recommend instead that ACC consider the adjustments to the bikeway described in Part 1 of this evaluation."*

In lieu of the significant cost of the width reduction, AILA SA supports the key recommendations of the Independent Evaluation Report, including a safety awareness campaign and minor amendments to infrastructure such as some kerb removal and pavement treatments at intersections to improve safety.

AILA SA encourages Adelaide City Council to review all projects once completed and make amendments to enhance or better tailor the new conditions, as well as capture 'lessons learnt' to inform future stages. AILA SA recommends the City consider opportunities to further enhance the presentation and appeal of the existing Frome Road sections, strengthening its 'green' character to improve the amenity and comfort of the street for cyclists and pedestrian as well as local residents and businesses.

### **Proposed Route and Design**

AILA supports the extension of the existing Frome Street Bikeway north/south and the establishment of a separated east/west route through the city that will connect to cycling routes in the adjacent suburbs. AILA SA believes further engagement with surrounding Council's may assist in raising the debate regarding active transport and to advocate for a more balanced level of service into, out of and across the city for all forms of transport.

The bikeway treatment should demonstrate best practice design for user safety, including kerb and grade separation between pedestrian, cycle and vehicular traffic and a width appropriate to the volume of users.

AILA SA applauds the leadership shown by its Council designers to develop alternate trial treatments of possible bikeway sections, and appreciate the opportunity for our members to attend the engagement session with the design industry. We commend the approach to construct examples of

the possible streetscape arrangements as a very effective form of engagement that is able to be understood and discussed with greater accountability than traditional engagement approaches.

However, AILA has concern that the proposed width of the bikeway at 2m may not accommodate the expected volume and type of users on these routes, and growth in user numbers in the years ahead. This is evidenced by the existing Frome Road bikeway where the volume of users has increased by 25% since implemented (Independent Evaluation Report, June 2015).

To ensure a safe bikeway can be established, AILA SA supports a minimum of 2.5m width for the following reasons:

- peak hour cycling is already at a level where 2.5m is considered the minimum width to allow safe overtaking;
- expert report shows there has been an increase in numbers of cyclists on the separated bikeway compared to on road cycling;
- more women are engaging in cycling now there is a separated bikeway, as well as new riders and younger riders, and a variety of bicycle types such as cargo bikes, trailers, tricycles for parents carrying children, that require more space;
- increased traffic volumes along Frome Road will not improve local safety of businesses or residents, nor will it improve the economic health of the local area; and
- Best practice design is required to encourage more workers and residents to participate in active travel and to realise greater health outcomes. Reducing the width to below minimum recommendations will discourage many potential new cyclists.

AILA SA encourages the Adelaide City Council and State Government of South Australia to review the allocation of funding to key initiatives associated with the City Bikeway Proposal. Improvements to the intersections and traffic signal phasing would require a lower cost and would provide tangible benefit to cyclists and motorists alike, without significantly drawing down on the project budget for new streetscape works that better support cycling on specific strategic routes through the city.

In cities across the world, cycling continues to grow in popularity, when the investment in quality streetscape and safer infrastructure is made. Leading cities continue to make this investment in the realisation that alternatives must be found to managing transport issues facing cities beyond building more roads.

AILA SA was grateful for the opportunity to attend the Lord Mayor's Cycling Summit in 2016. The speakers made clear the importance of cycling and well-designed cycling infrastructure in liveable, world class cities. The \$12million partnership between Adelaide City Council and the State Government is applauded as a fantastic opportunity to encourage cycling on safer, greener and active streetscapes across Adelaide and into other parts of Greater Adelaide.

Sincerely,



Ben Willsmore  
AILA SA President