Flinders to City Bikeway – Consultation Outcomes

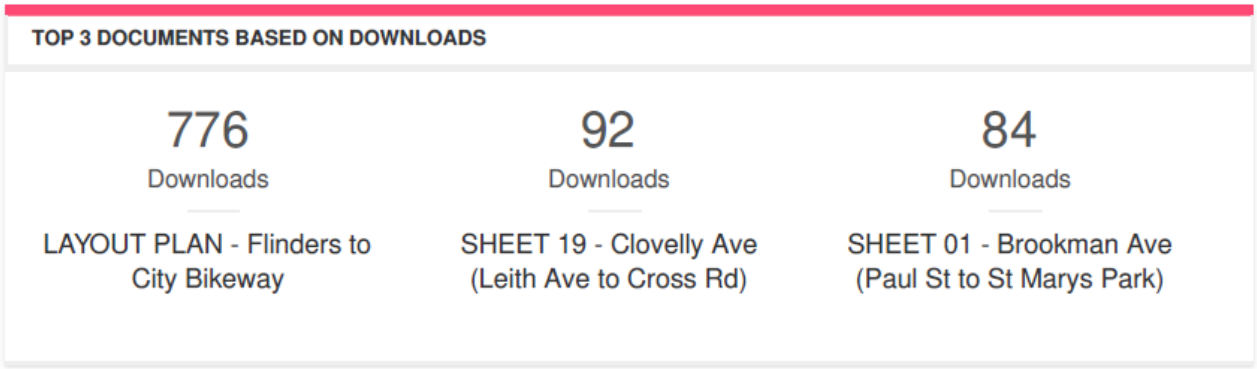
CITY OF MITCHAM

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Overview

The Flinders to City Bikeway Your Say page yoursay.mitchamcouncil.sa.gov.au/flinders-to-city-bikeway was visited by **1,210 participants**, with **852 informed participants** who either downloaded a segment plan, viewed an FAQ, or visited multiple project pages. **69 participants** responded to the survey tool, while **16 participants** asked a question via the Q&A tool.



Survey Outcomes

Most respondents indicated that they wished to provide feedback on all segment plans or multiple segment plans.

Respondents were given two opportunities to comment on segment plans and provide feedback.

Part One Overview

Most comments in Part One were general comments related to all of the segment plans followed by Sheet 11 (Price St - Jose St to Maria St), Sheet 12 (Maria St - Price St to Edward St), Sheet 13 (Edward St - Maria St to Solent Ave), Sheet 14 (Solent St - Edward St to Gladys St), Sheet 15 (Gladys St - Solent St to Edith St), and Sheet 19 (Clovelly Ave - Leith Ave to Cross Rd).

The main themes are as follows:

Safety and Design

Many respondents suggested improved crossings at major roads, better safety features such as separated bike lanes instead of painted markings, and more direct routes to reduce right-hand turns and zigzagging that may increase the risk of accidents. Some respondents feel that the current design is convoluted and inefficient, discouraging cyclists due to frequent stops and lack of prioritisation at intersections.

Impact on Traffic and Residents

Many respondents fear that reducing road space for cars will compromise overall road safety. There are also concerns about disruptions to property access, parking, and potential increases in congestion and noise. Residents are worried about the impact on daily life, particularly with changes to intersections, speed humps, and other modifications that could affect traffic flow and safety.

Infrastructure Improvements

Suggestions from respondents include alternative routes, particularly improving Winston Avenue as a more direct and safer option. The need for better signage, lighting, and solutions to address existing infrastructure issues, such as flooding and poor lighting, is emphasised.

Practicality and Efficiency

Many respondents argue that the proposed routes are slow and indirect, with concerns about navigating busy streets, particularly around school zones. There are recommendations to reroute paths through quieter local streets or parks to create more efficient and safer cycling infrastructure.

Part Two Overview

Most comments in Part Two were general comments related to all segment plans followed by Sheet 13 (Edward St - Maria St to Solent Ave), and Sheet 12 (Maria St - Price St to Edward St).

The main themes are as follows:

Winston Avenue

Many respondents prefer Winston Avenue as the most efficient and direct route, with concerns that the current bikeway plans are too convoluted, indirect, and involve too many challenging right-hand turns.

Safety and Complexity

There are some concerns from respondents about the route's complexity, including numerous turns that could deter cyclists, particularly inexperienced ones. Dangerous intersections and inadequate protection in busy areas like school zones and along Maria and Edward Streets are noted.

Alternative Routes

Suggestions include using alternative, less trafficked streets like Norman Street or routing the bikeway through parks. There is also concern about missing key connections, such as links to Flinders University.

Intersection Design and Infrastructure

Several intersections, such as those on Jose Street, Edward Street, and Ayers Avenue, are criticised for inadequate or confusing designs. Suggestions for safer intersections include adding physical barriers, centre islands, or raised bike boxes. Drainage and road condition improvements are also needed.

Parking and Road Space

There are concerns about damage to parked cars and suggestions to remove parking on busy streets like Price Street to create fully separated bike lanes.

General Comments

Respondents were given an opportunity at the end of the survey to provide further feedback about the Flinders to City Bikeway. The key themes that emerged are described below:

Route

The feedback on the bikeway route is mixed. While Dorene and Jose Streets are supported, concerns arise over the northern extension, where improvements are viewed as inadequate. Many respondents suggest Winston Avenue, with protected cycle lanes, would offer a safer, more direct route, as the current plan's detours and diversions slow commutes. Frequent stops, unclear safety measures, and prioritisation of parking over directness are seen as drawbacks. Overall, the project is welcomed but there are some concerns regarding speed and directness.

Positive

Positive comments about the bikeway emphasise support for the project and its focus on cyclist safety and active transport. Many respondents appreciate the improvements to priority areas and the upgraded missing links, recognising the importance of creating a low stress cycling environment separated from fast-moving traffic. There is praise for the City of Mitcham's efforts in progressing this bikeway, with several respondents expressing anticipation for its completion and regular use. Suggestions include enhancing wayfinding signage, incorporating more greenery, and implementing physical barriers for added safety. Overall, the initiative is seen as a positive step toward encouraging more cycling, reducing environmental impact, and providing safer, more accessible routes for all.

Crossings

Comments about crossings on the bikeway highlight several concerns and suggestions. Many respondents emphasise the need for safe and efficient crossings, particularly at major roads like Daws Road, Edward Street, and Cross Road. There is a concern that the frequent crossings and potential stops at over 30 side roads could significantly slow down the route, reducing its appeal for commuters. Some respondents suggest the need for traffic calming measures and controlled crossing points, especially on busy roads, to ensure cyclist safety. The lack of clear details on crossing treatments in the plans is noted, with users urging the council to prioritise cyclist safety and maintain a good commuting speed. Additionally, there are concerns about the potential impact of new traffic lights on traffic flow, and some respondents believe the current design, which avoids direct routes like Winston Avenue, could have been optimised to reduce the need for additional crossings.

Winston Avenue

Comments about Winston Avenue in relation to the proposed bikeway express a preference for using Winston Avenue as a more direct and efficient route for cyclists. Many respondents suggest that upgrading Winston Avenue with protected bike lanes would have been a better option, providing a safer and faster route without the need for the additional turns and stops required by the current plan.

Some feedback highlights that Winston Avenue is already underutilised and could serve as a key cycling corridor, connecting more directly to existing infrastructure in the City of Unley. Other respondents argue that the current plan, which avoids Winston Avenue in favour of backstreets, may be less effective for commuters and could lead to missed opportunities for encouraging a shift from car use to cycling. Additionally, there are concerns about the safety and practicality of the proposed route, with suggestions to reconsider Winston Avenue to better serve both cyclists and local businesses.

Safety

Safety concerns about the bikeway focus on the need for effective treatments at numerous side road crossings to prevent frequent stops and conflicts with traffic. Some respondents suggest improving safety on more direct routes like Winston Avenue, particularly for commuting cyclists. Increased traffic in backstreets due to South Road congestion and the need for lower speed limits are also highlighted. While the bikeway is valued for its low-stress design, there is a call for comprehensive safety measures to ensure it effectively protects all users, especially vulnerable cyclists, and children.

Negative

Negative comments about the bikeway focus on concerns that the project could be an expensive and unnecessary use of funds, benefiting only a small minority of residents while imposing costs on the broader community. Some express frustration over the perceived prioritisation of cyclists over motorists and fear that reducing road space for vehicles, especially trucks, will worsen traffic conditions. There is scepticism about the actual usage of the bikeway, with doubts that it will be widely adopted by cyclists. Additionally, concerns about the impact on residential parking and the project's overall value are highlighted.

Council Response

Council acknowledges that feedback on the Flinders to City Bikeway has been mixed, with residents expressing a range of views. Below, we aim to address some of the key concerns raised.

Flinders to City Bikeway Route

The chosen route for the Flinders to City Bikeway was developed through extensive community consultation and a thorough evaluation of traffic volumes, crash history, and community preferences for a low-stress cycling environment. While Winston Avenue was considered as a more direct route, it was found to have higher traffic volumes and associated risks, making it less suitable for a low-stress bikeway. As a result, quieter streets like Jose Street were selected to prioritise cyclist safety over directness, providing a safer and more accessible option.

Additionally, suggestions to reroute through quieter streets, such as Mead Crescent, were considered. However, the selected route best balances safety and access to key destinations. Although some concerns have been raised regarding speed and the need for additional turns, the priority has been to create a route that is safe and navigable for a wide range of cyclists, including casual and less experienced riders. We recognise that the route may involve more frequent stops and diversions, but these were chosen to reduce the risks associated with higher traffic roads, ensuring a safer and more enjoyable cycling experience overall.

Improved Signage / Wayfinding

The Council recognises the need for enhanced wayfinding and signage throughout the bikeway. We are committed to installing clear signage and road markings to guide cyclists and motorists safely along the route, with particular attention to key intersections. This will support cyclist safety and ensure better navigation for all road users.

Enhanced Greening

The Council is committed to improving the aesthetics of the bikeway by integrating greenery where appropriate. This includes exploring opportunities to introduce rain gardens, tree planting, and landscaping features along the route. These enhancements not only beautify the bikeway but also contribute to environmental sustainability.

Physical Barriers / Bike Lane

To improve safety, buffered bike lanes have been introduced in areas such as Edward Street, providing extra space between cyclists and parked cars. This buffer helps to prevent accidents caused by car doors opening into the bike lanes. Due to limited space on local streets, physical barriers such as kerbs are not proposed; however, the buffered lanes offer a practical and safe alternative. Raised intersections and enhanced road markings will further slow traffic and enhance cyclist safety at key points along the route.

Crossings

We understand the importance of safe crossings for cyclists and pedestrians, particularly at major roads such as Daws Road and Cross Road, which are integral to the bikeway. We are committed to ensuring these crossings are safe for all users. As we receive more

information, we will provide further updates to the community and appreciate your patience as we continue working closely on this matter..

Traffic Control

To further improve cyclist safety, the Council is enhancing traffic calming measures along the bikeway. Although we do not propose to create additional no-through roads or one-way streets, the bikeway will pass through two existing no-through roads, which ensures lower traffic volumes and a safer environment for cyclists. Some examples of ways we are reducing vehicle speeds include the reprioritisation of give ways at key intersections along the bikeway and the installation of clear signage and road markings. These actions are designed to improve safety for cyclists, pedestrians, and all road users.

Parking

The Council recognises the importance of maintaining parking for residents and visitors. In most areas, shared lane markings (sharrows) have been implemented to allow cyclists and vehicles to share the road safely, while also preserving on-street parking. This approach ensures that cyclists can navigate the route without the need to remove parking spaces.

Segment Plan Changes

Below is a summary of recent adjustments made to the bikeway design based on feedback and on-site discussions:

Jose Street, Between Winston Court and Morgan Avenue (SHEET 05)

In response to feedback and on-site discussions with affected parties, several adjustments are being made to the design of the bikeway segment at Jose Street between Winston Court and Morgan Avenue. The driveway link on the southern side of the road closure is being removed, and landscaping areas are being reduced to accommodate vehicle access to adjacent properties. Further discussions still need to occur with residents on the northern side of the road closure to confirm access requirements. As this is still in progress, additional changes may occur. Updates, such as an updated segment plan, will be shared directly with affected residents and on the Your Say page.

Clovelly Avenue, Between Leith Avenue and Cross Road (SHEET 19)

In response to feedback and on-site discussions with affected parties, several adjustments have been made to the bikeway design at Clovelly Avenue between Leith Avenue and Cross Road. The proposed bicycle repair station has been removed, with relocation to Nieass Reserve being considered, subject to further community consultation. The kerb protuberance opposite the driveway has also been removed to ensure vehicle manoeuvrability is unaffected. On-street parking and existing plantings along the verge will remain unchanged, as the proposed indented car park bay has been removed. The segment plan on the Your Say page (SHEET 19 – Clovelly Ave, Leith Ave to Cross Rd) has been updated to reflect these changes.

City of Mitcham
131 Belair Road, Torrens Park SA 5042
Phone: 1300 133 466
Website: www.mitchamcouncil.sa.gov.au

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