

Flinders Greenway

Community feedback report July 2023



Proposed alignment (stage 3 in red)



Executive Summary

Purpose of engagement: To seek community feedback on the proposed treatments for the multiple roads and connections within this 2.4-kilometre corridor.

Engagement/communication methods

Engagement was open for 21 days between **01/05/2023** and **22/05/2023**

- **389 letters were distributed to residents living in close proximity to the proposed Flinders Greenway alignment**
- **Making Marion page with key project documents and community survey**
- **Display of concept designs at Sacred Heart College (Champagnat campus)**
- **Onsite signage with QR code to Making Marion along the proposed alignment**
- **Social media campaign in conjunction with Renewal SA**



Direct mail catchment area

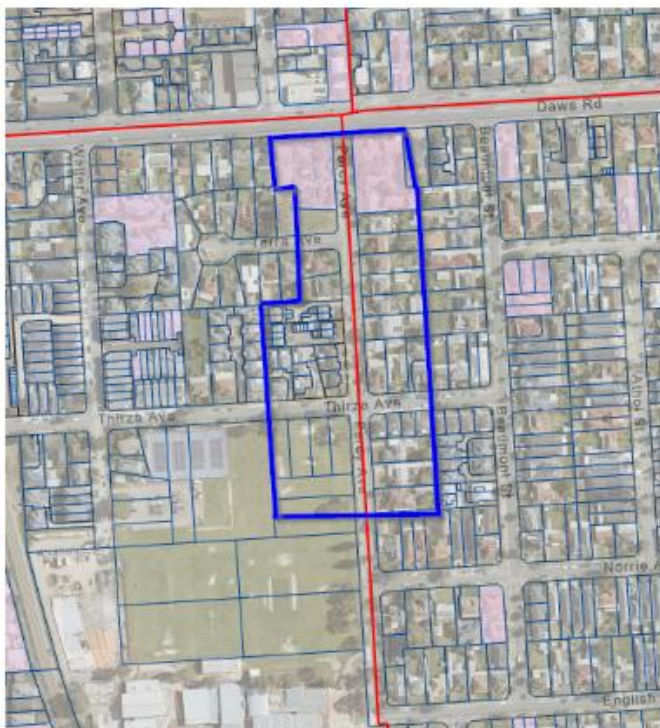
Section 1 – Cohen Court/Windsor Avenue to Celtic Avenue



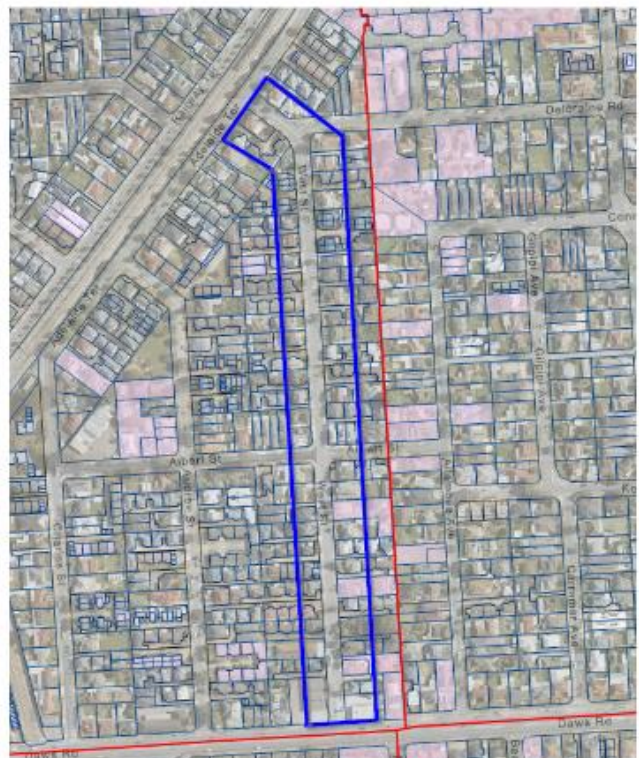
Section 2 – Windsor & English



Section 3 – Percy Avenue

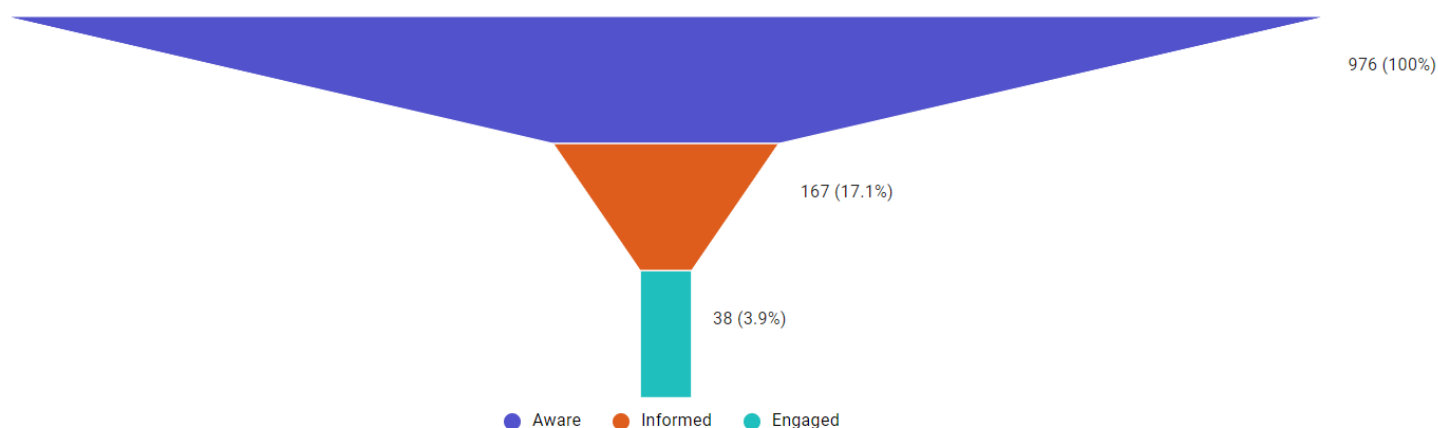


Section 4 – West Street



Executive Summary - Participant summary

Making Marion – visitor engagement summary



Definitions:

Aware – Community member has made at least one visit to the project page

Informed – Community has accessed some available material on the project

Engaged – Community member has contributed to the project using available tools (i.e., survey)

Response snapshot (data from Likert scale question)

76%

(28) respondents definitely or somewhat support the alignment of the proposed Flinders Greenway

Representative comments

- Absolutely as it will increase the connectivity of Flinders/ Tonsley and surrounding precincts to the city and increase the safety and hopefully uptake of active commuting.
- Having a safer cycling way would encourage me to take up cycling again.
- Better cycling infrastructure would be great, but there are quite significant detours in the proposed route which make it less attractive for commuting cyclists.

19%

(7) respondents somewhat or definitely do not support the proposed alignment

Representative comments

- This alignment does not align with the requirement for a simple, safe and inclusive mixed use path that can be enjoyed by all members of the community. This alignment is complicated and not attractive for new cyclists and does not promote the council as an advocate for active transport. This alignment is not a 'greenway', rather the treatment that is more appropriate for a second or third order cycling route.
- The route is not direct. Directness is needed to ensure ridership. You are just finding random streets that already exist and painting lines. Cyclists do this type of route planning daily. This is just a cheap and lazy approach to pretend 'we are providing for cyclists'. What we need is purpose-built infrastructure dedicated only to cyclists. Else we will continue with low ridership because of councils continued favouritism of cars.
- You are creating a bike way through an already overcrowded, high traffic area. Since the Tonsley precinct was built there has been a huge increase in local traffic through the area. This will only increase once they put in a road connecting the Tonsley precinct to Windsor Ave or Byron Ave, as I understand was previously proposed (which I also opposed). There will also be an increase of traffic due to the South Road redevelopment over the coming years. This is not the time to be doing this in any event, and certainly not the right location. The bike way should use / continue down Bradley Grove, into Celtic, then Renown, English, Beaumont or Percy to Daws Rd.

Response snapshot (data from Likert scale question)

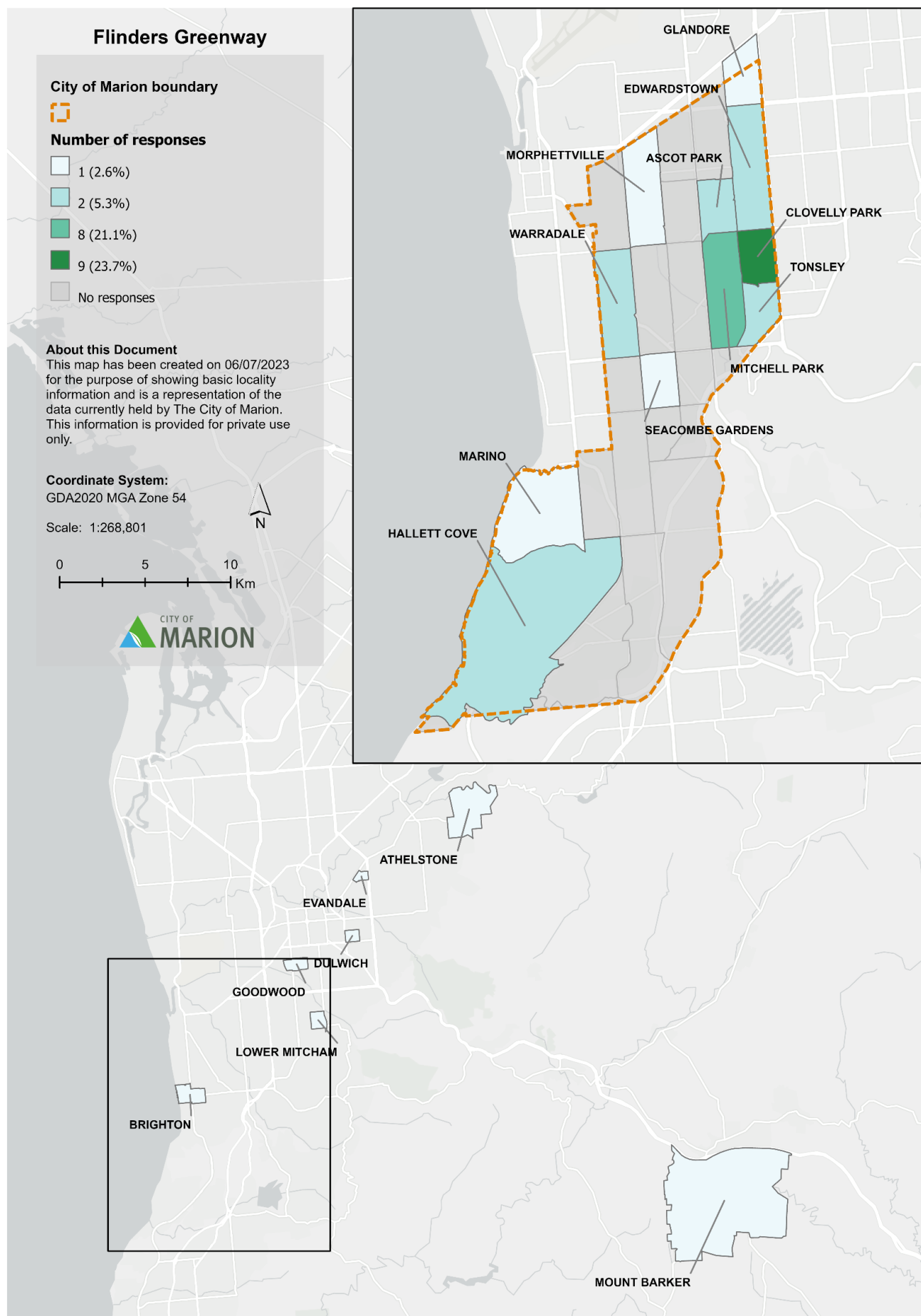
5%

(2) respondents are neutral

Representative comment

- "I support the proposed route from the north along West St and Percy Ave. I am concerned by both the alignment and treatments from Percy Avenue to the Southern Extent of Stage 3. The alignment diverts cycle traffic from the current route of the Mitchell Park bicycleway along Renown Ave and Bradley Grove to a longer route. Anecdotally, I see much of the bicycle traffic pass along Bradley Grove and then Access the Mitchell Park side of the alignment. Has the possibility of connectivity being maintained along Renown Ave been explored? There is an existing uninterrupted corridor along Furner Road and Kirra Avenue which could connect to the existing greenway at Alawoona Avenue Reserve, however this removes connectivity with the section through Tonsley Village. Connectivity at the northern end could be maintained using the wide footpath along the northern end of Bradley Grove and the short section of Celtic Ave. Alternatively, to accommodate users from this side of the railway line, could connectivity between Sampson Road and Arnold Dr/David Ave be provided to provide access to the Marino Rocks Greenway near Daisy Avenue. Currently there is no access for cyclists between the northern and southern parts of Mitchell Park, is there any good reason to maintain this separation? I suspect without this, a significant amount of cyclists including myself will continue to use Renown Ave and Bradley Grove. Renown Avenue is currently a less than ideal environment for cyclists, particularly at the intersection with Celtic Ave as cars park too close to the intersection. Otherwise the alignment is quite good and completes the badly needed northern pedestrian connection into the Tonsley precinct. "

Participant Data – Q1 Suburb

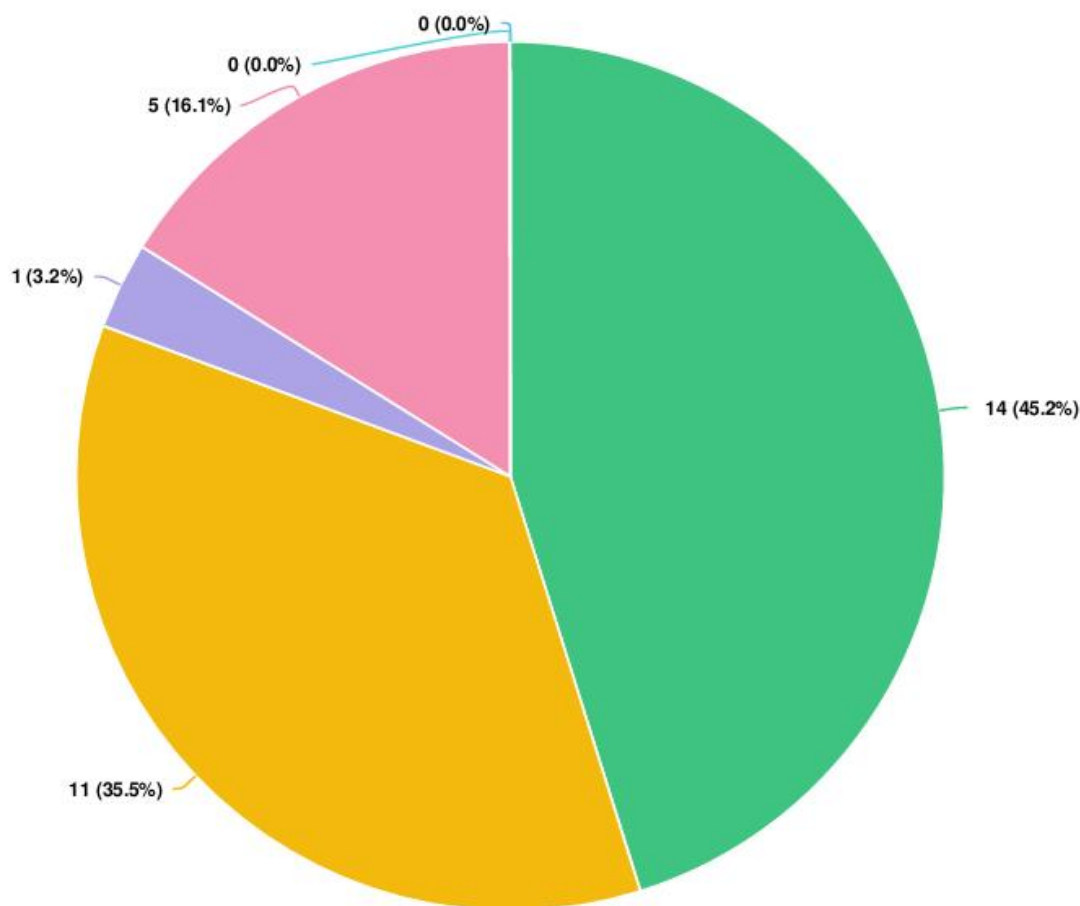


Participant Data – Q2 Street Address (not mandatory)

Street name	Number of responses
Adelaide Terrace	1
Arafura Court	1
Barham Avenue	1
Chrysler Street	2
Cohen Court	3
Deepdene Avenue	1
Essex Avenue	1
Lanark Avenue	1
Lascelles Avenue	1
Louisa Street	1
Mellington Street	1
Midera Avenue	1
Morris Street	1
Norrie Avenue	1
Price Avenue	1
Raggatt Crescent	1
Schaefer Court	1
Scott	1
Tracy Court	1
Trumara Road	1
Waterman Terrace	1
West Street	1
Windsor Avenue	2
Woodland Road	1
Woodlands Terrace	1

***Bold** denotes the street reported multiple responses

Participant Data - Q3 what us your relationship with the CoM? (registration question only)

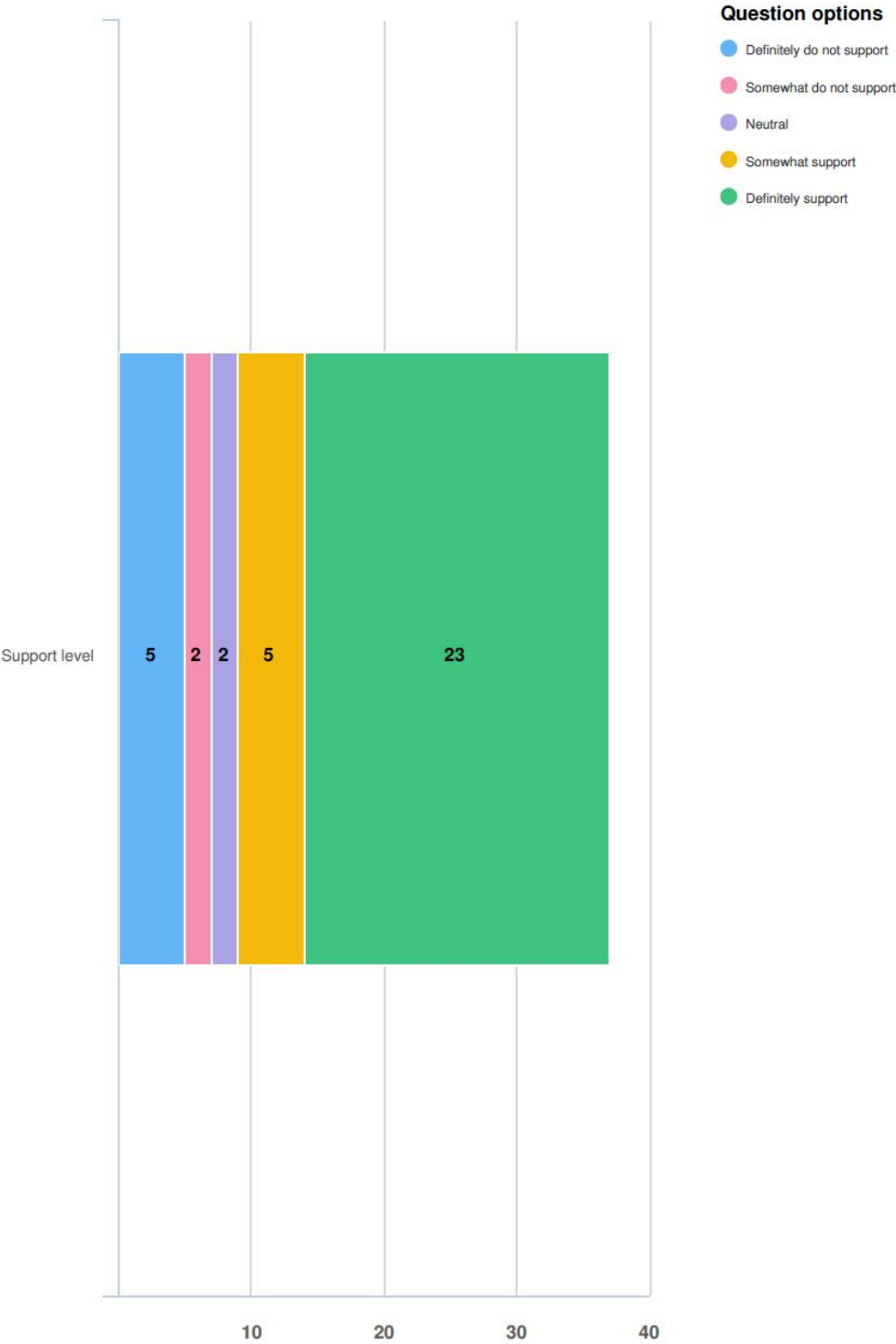


Question options

- Resident (I live in the City of Marion)
- Property Owner (I pay rates to the City of Marion)
- Employee (I work for a business located in the City of Marion)
- Visitor/Tourist (I visit for reasons other than specified above)
- Business owner (I own a business with a presence in the City of Marion)
- My children go to school in the City of Marion

Responses

Q4 Do you support the alignment of the proposed Flinders Greenway?



Optional question (37 response(s), 1 skipped)
Question type: Likert Question

Responses

Q5 Do you support the alignment of the proposed Flinders Greenway? Comments

Optional Question (24 responses, 14 skipped)

1	The route is not direct. Directness is needed to ensure ridership. You are just finding random streets that already exist and painting lines. Cyclists do this type of route planning daily. This is just a cheap and lazy approach to pretend 'we are providing for cyclists'. What we need is purpose-built infrastructure dedicated only to cyclists. Else we will continue with low ridership because of councils continued favouritism of cars.
2	Having a safer cycling way would encourage me to take up cycling again
3	Not happy with traffic
4	Please advise the proposal for crossing Daws Road.
5	Due to the lack of rail corridor land available to be utilised for a path, the proposed route makes the most sense. However, there is room for safety improvements that lean more towards cyclist safety rather than vehicle traffic flow. I still think that there is too much emphasis on vehicle's right of way and traffic flow over the right of way, safety and flow of cycling traffic. I will add comments regarding these issues to each of the below points.
6	I would prefer to have as much off-road path as possible. Footpaths along roads tend to have more uneven sections leading to more trip hazards.
7	The more commuting and traffic free paths available the more people will be encouraged to use them. They need to have limited crossings and impact on flowing traffic.
8	It is embarrassing that the state will compulsory purchase properties for road transport but will not do the same to make cycling safer. That aside, I support these smaller efforts to make a difference to cycling safety
9	I definitely support it but I don't want construction activities for long period of time Infront my house.
10	Absolutely as it will increase the connectivity of Flinders/ Tonsley and surrounding precincts to the city and increase the safety and hopefully uptake of active commuting.
11	Please begin construction as soon as possible! It will be fantastic to have a dedicated path which connects to the Tonsley train station
12	This would be incredible! I used to ride to the city all the time when I lived closer to the city because there was a bike path that followed the Seaford Train. Since moving to Tonsley I haven't attempted riding to the city once because there has been no easy way to get to the Seaford bike pathway without back-tracking or going across south road and then via Winston/East (which is a terrible road to ride down!). So this would definitely increase my riding ten-fold.
13	Some issues need to be addressed
14	To see this proposal put forward is really disappointing and to me shows backward thinking by our State Government in particular. A windy route working through back streets will not be popular with commuters or families and will end up being largely a waste. It's not direct enough to get serious cyclists using the route and it's not an offroad path so it doesn't work at all for families especially with younger kids and bikes. After such a lovely greenway being built south of Alawoona Avenue this section now becomes a key link in the city-wide greenway network. It connects the Marion Rocks Greenway to bike paths that run further South like the Southern Veloway. Doing this properly and getting a proper off-road shared path alongside the Flinders Trainline would be such a win for the local community for many generations to come. What has been proposed to me is a patch job, and isn't worth the money spent on it. I'd rather have nothing and wait for money to become available to do it properly. Respect to those who have put in great work to try and come up with as good a solution based on the constraints they've been given, but this project should be scrapped and taken back to the drawing board.
15	Better cycling infrastructure would be great, but there are quite significant detours in the proposed route which make it less attractive for commuting cyclists

Responses

Do you support the alignment of the proposed Flinders Greenway? Comments continued

I support the proposed route from the north along West St and Percy Ave.

I am concerned by both the alignment and treatments from Percy Avenue to the Southern Extent of Stage 3. The alignment diverts cycle traffic from the current route of the Mitchell Park bicycleway along Renown Ave and Bradley Grove to a longer route. Anecdotally, I see much of the bicycle traffic pass along Bradley Grove and then Access the Mitchell Park side of the alignment. Has the possibility of connectivity being maintained along Renown Ave been explored? There is an existing uninterrupted corridor along Furner Road and Kirra Avenue which could connect to the existing greenway at Alawoona Avenue Reserve, however this removes connectivity with the section through Tonsley Village. Connectivity at the northern end could be maintained using the wide footpath along the northern end of Bradley Grove and the short section of Celtic Ave.

Alternatively, to accommodate users from this side of the railway line, could connectivity between Sampson Road and Arnold Dr/David Ave be provided to provide access to the Marino Rocks Greenway near Daisy Avenue. Currently there is no access for cyclists between the northern and southern parts of Mitchell Park, is there any good reason to maintain this separation? I suspect without this, a significant amount of cyclists including myself will continue to use Renown Ave and Bradley Grove. Renown Avenue is currently a less than ideal environment for cyclists, particularly at the intersection with Celtic Ave as cars park too close to the intersection.

Otherwise the alignment is quite good and completes the badly needed northern pedestrian connection into the Tonsley 16precinct.

This alignment does not align with the requirement for a simple, safe and inclusive mixed use path that can be enjoyed by all members of the community. This alignment is complicated and not attractive for new cyclists and does not promote the council as an advocate for active transport. This alignment is not a 'greenway', rather the treatment that is more appropriate for a 17second or third order cycling route.

I'm always disappointed when I get to the train crossing at Alawoona and have to take the uneven footpaths and sometimes 18roads to continue my journey. It would be great to have a continuous stretch

19Is there an option to pop out directly onto Windsor Ave? Cohen act is kinda sketchy with all the public housing

20I will put this comment for the entire project - SIMPLY RUN THE BIKE PATH ALONG THE BLOODY RAILWAY LINE ALL THE WAY

The proposed bikeway will solve some of the difficulties in bicycle riding in the area. The area at the western end of English Avenue can be very difficult to negotiate with parents dropping their children off at start and end of school. There are insufficient drop off bays within the college grounds and cars back up into Scottish Avenue as far as Renown Avenue waiting for a bay to come free. This is a real problem for cyclists.

The treatment at the 6th Avenue Road crossing is quite hazardous for cyclists, particularly when trains cause the boom gates to be down. Traffic comes from six roads at this crossing and builds up substantially causing real hazards for cyclists. The proposed redesign will give cyclists a safer place to wait until a safe time arrives to cross Sixth Avenue / Dunorlan Road. The refuge in the middle of the road is currently difficult to negotiate with a sharp right hand turn required when travelling towards the city.

Consideration should be given to upgrading this refuge by widening it and providing protection from vehicles passing through. The grab rails are regularly hit by motor vehicles and improved mechanical protection for cyclists would be welcome.

I support changing the give way situation at Australian Avenue and Scottish Avenue so that cycles travelling along Windsor Avenue have a clear right of way. Although this will disadvantage me as a resident of Australian Avenue it may discourage the 21through traffic that travels down our street (Rat-runners).

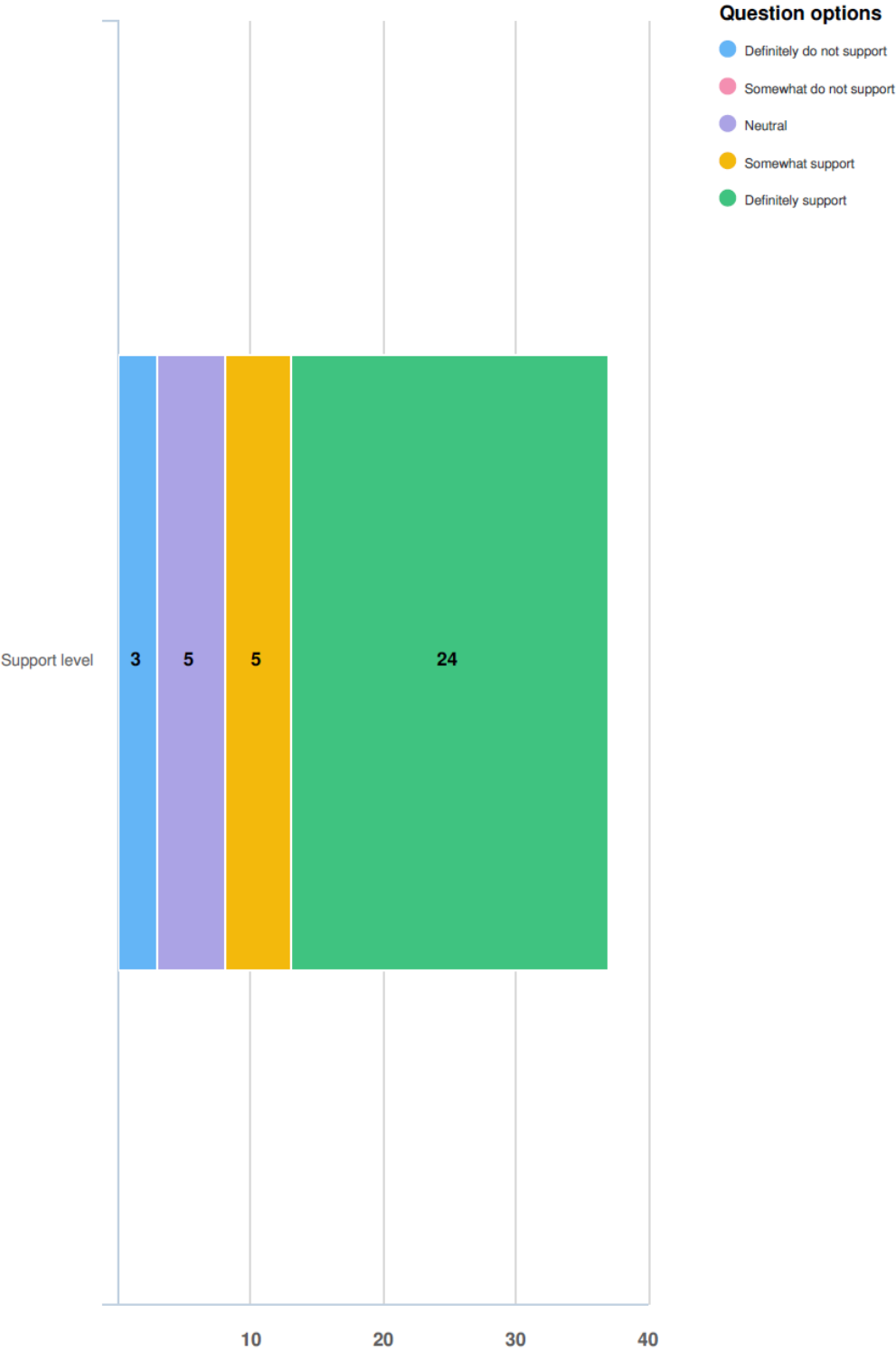
22The sooner the better!

You are creating a bike way through an already overcrowded, high traffic area. Since the Tonsley precinct was built there has been a huge increase in local traffic through the area. This will only increase once they put in a road connecting the Tonsley precinct to Windsor Ave or Byron Ave, as I understand was previously proposed (which I also opposed). There will also be an increase of traffic due to the South Road redevelopment over the coming years. This is not the time to be doing this in any event, and certainly not the right location. The bike way should use / continue down Bradley Grove, into Celtic, then Renown, English, 23Beaumont or Percy to Daws Rd.

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Responses

Q6 | Do you support the proposed cycling treatment (Sharrows and intersection upgrade) for Cohen Court?



Optional question (37 response(s), 1 skipped)
Question type: Likert Question

Responses

Q7 - Do you support the proposed cycling treatment (Sharrows and intersection upgrade) for Cohen Court? - Comments

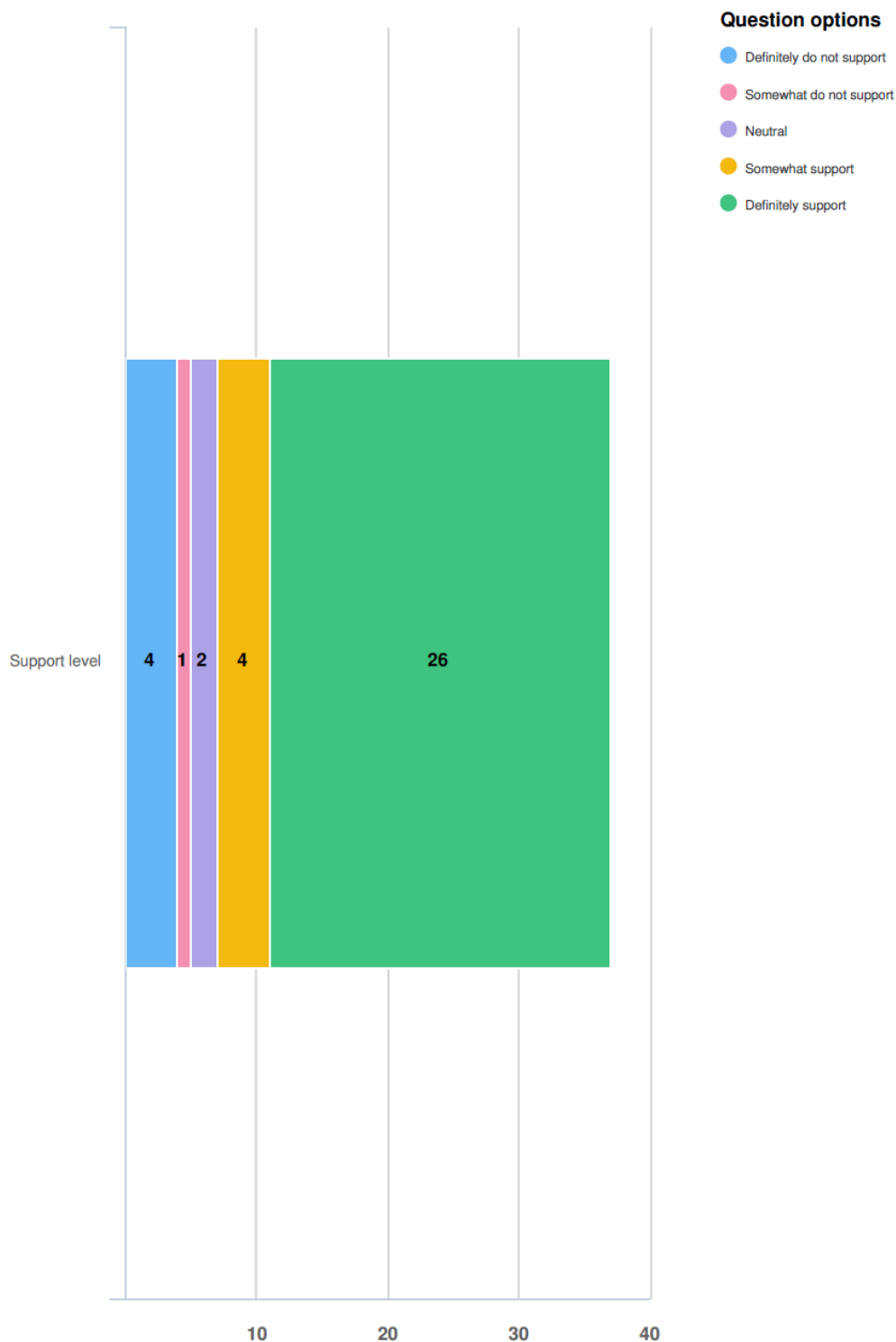
Optional Question – 15 responses, 23 skipped)

Comments

1	This is unprotected infrastructure. Cheap line marking to pretend to satisfy cycling infrastructure commitments.
2	I think the give way sign at the end of the street should be a stop sign, it is very hard to see traffic coming from the right hand and you need to creep around the corner a bit to see whats coming and quite often traffic coming from the right think you are pulling out in front of them but you only pulling out to see what is coming
3	Very happy to see the extension of the yellow no stopping line extended on Cohen Court, this corner has become a problem.
4	Not happy with traffic congestion
5	Flat top road hump with cycling bypass at the intersection of Cohen Court and Windsor Ave to allow safer merging onto Windsor Ave for cyclists. Because the curve in the road can lead to motorists cutting the corner close to the curb which will compromise the safety of cyclists merging onto Windsor Ave. A solid concrete separation buffer strip for merging cyclists could be an alternative. A "cyclists merging" sign would be a plus.
6	Reduction of vehicle speed limits to 30kph along the whole of the proposed route would also be a plus.
7	I'm not familiar with the area.
8	I definitely support it but I don't want construction activities for long period of time Infront my house.
9	Same as first comment
10	Sharrows do not effectively aid cyclists
11	Treatment is suitable but comments about the alignment being less than ideal remain.
12	These treatments are appropriate to make all roads more inclusive, but as mentioned above are not appropriate for a greenway.
13	SIMPLY RUN THE BIKE PATH ALONG THE BLOODY RAILWAY LINE ALL THE WAY
14	Helps to warn motorists to look out for cyclists.
15	I don't agree with the proposal as a whole.
16	Don't support the proposal as a whole

Responses

Q8 | Do you support the proposed cycling treatment for Windsor Avenue (Flat Top Road Hump with Cyclist Bypass and Sharrows) (South of Celtic Avenue)?



Optional question (37 response(s), 1 skipped)
Question type: Likert Question

Responses

Q9 Do you support the proposed cycling treatment for Windsor Avenue (Flat Top Road Hump with Cyclist Bypass and Sharrows) (South of Celtic Avenue)? Comments

Optional question – 15 responses, 23 skipped.

Comments

1 The cyclist bypass doesn't make sense. Cars park on the edges, so cyclists cycle in middle of road. So when there is cushion speed bump a cyclists just rides between them. But you want to make cyclists swerve to the kerb, and then cycle straight into parked cars?

2 On street parking and traffic congestion

3 Perfect.

4 Again, I'm not familiar with the area.

5 I definitely support it but I don't want construction activities for long period of time Infront my house.

6 Absolutely, as it increased the safety of cyclists and reduces traffic speed.

7 Same as first comment

8 It will need minimised parking along the street to be effective

9 Treatments along the southern portion of Windsor Avenue are suitable but comments about the alignment being less than ideal remain.

10 treatments are appropriate to make all roads more inclusive, but as mentioned above are not appropriate for a greenway.

11 Parking needs to be removed on Windsor Ave between Celtic and Tudor, traffic is so incredibly congested here, if you throw more bikes down here without removing parking you are asking for trouble.

12 SIMPLY RUN THE BIKE PATH ALONG THE BLOODY RAILWAY LINE ALL THE WAY

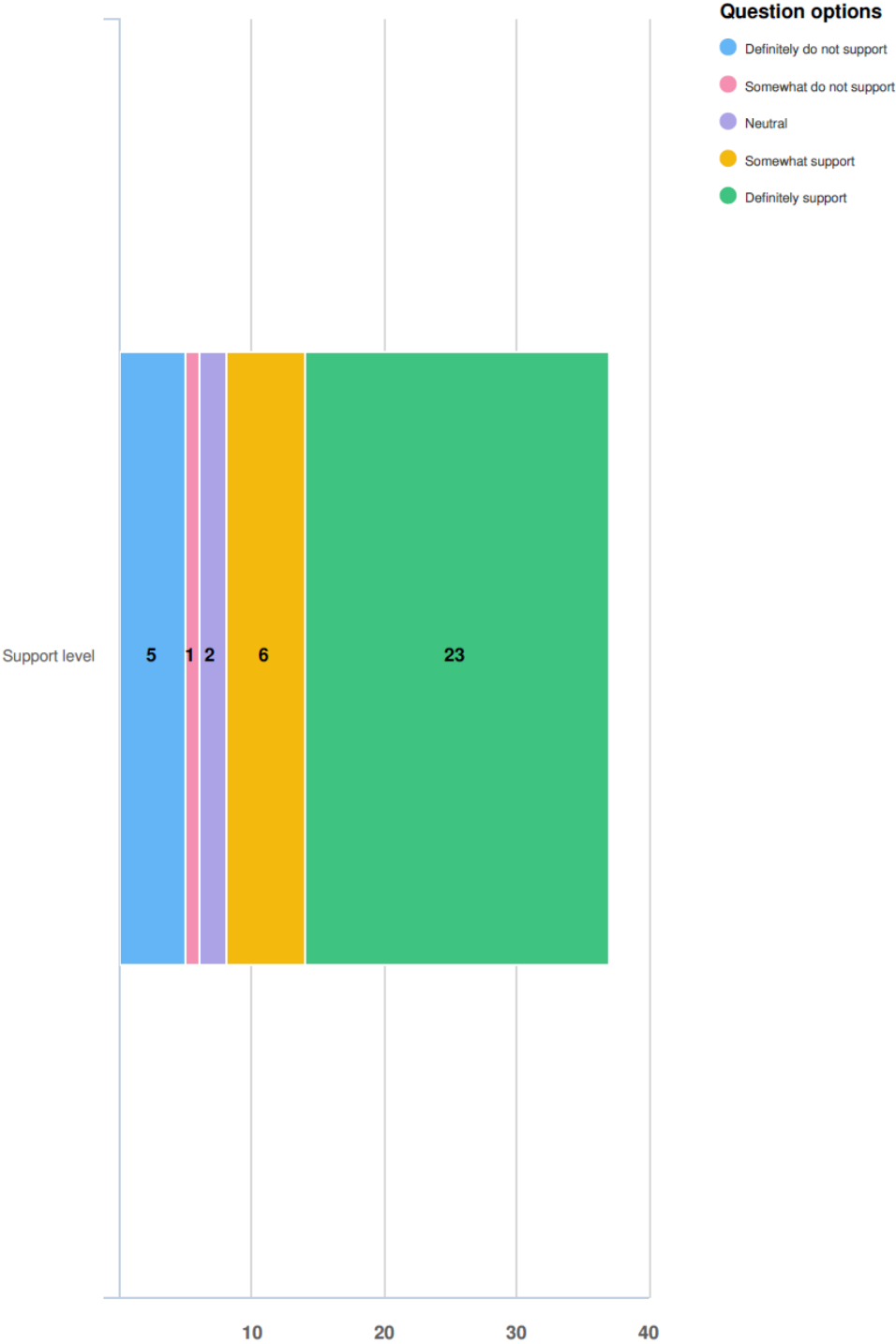
13 The road hump and cyclist bypass works well in the Unley Council area. although if residents park their cars too close to the Cyclist Bypass, they can be difficult to access.

14 This will make the road very narrow. In addition, this type of flat top road hump are noisy.

15 This will make the road very narrow. In addition, this type of flat top road hump are noisy.

Responses

Q10 | Do you support the proposed cycling treatment (Green pavement treatment) for Celtic Avenue/Windsor Avenue Intersection?



Optional question (37 response(s), 1 skipped)
Question type: Likert Question

Responses

Q 11 - Do you support the proposed cycling treatment (Green pavement treatment) for Celtic Avenue/Windsor Avenue Intersection?

Optional question – 14 responses, 24 skipped

Comments

Bicycle lane treatment is good, but too short. It should be for entire length of project.

Speed bumps with cyclist bypass are dumb. Even look at your picture example and see that a cyclists needs to almost hit a car to enter the bypass lane.

I would like to see the yellow no stopping line extended on Windsor Ave heading south from Celtic Ave, at least on one side of the street. This corner often has cars parked on both sides of the road creating an unsafe bottleneck as only one car can pass at a time.

No happy with traffic

Celtic Ave is a hi traffic volume road that includes a bus route via Windsor Ave. There needs to be a much safer crossing here with an emphasis on cycling thoroughfare over vehicle traffic flow. A fully raised intersection with a 30kph speed reduction on Celtic Ave approach or flat top speed humps on all sides with cycling bypasses. Reduction of vehicle speed limit on Celtic Ave approaches to Windsor Ave would also be a plus.

I definitely support it but I don't want construction activities for long period of time Infront my house.

Layout is good, but there is no mention of signposting for the continuation of this north/south cycle path, which, combined with the green bike lanes east/west, may confuse cyclists.

Same as first comment

Consider better separation of cyclists and motorists such as traffic lights like Greenhill road, or much improved signage will be needed to prevent accidents particularly while motorists adjust to more cyclists in the area. Consider a campaign for cyclists to respectful of motorists as it's not just drivers that need to share the road.

9 treatments are appropriate to make all roads more inclusive, but as mentioned above are not appropriate for a greenway.

Parking needs to be removed from Celtic Ave to improve sighting. There are far too many park cars which makes it difficult to see.

SIMPLY RUN THE BIKE PATH ALONG THE BLOODY RAILWAY LINE ALL THE WAY

Helps to make motorists aware cyclists.

Adding the green pavement treatment will confuse the intersection with the new proposed bike way which goes through the intersection in the other direction. It is also unclear what is proposed - is it proposed to change this intersection to give way instead of stop? This would be extremely dangerous. This is already a dangerous intersection. Also, what is proposed with regard to parking on

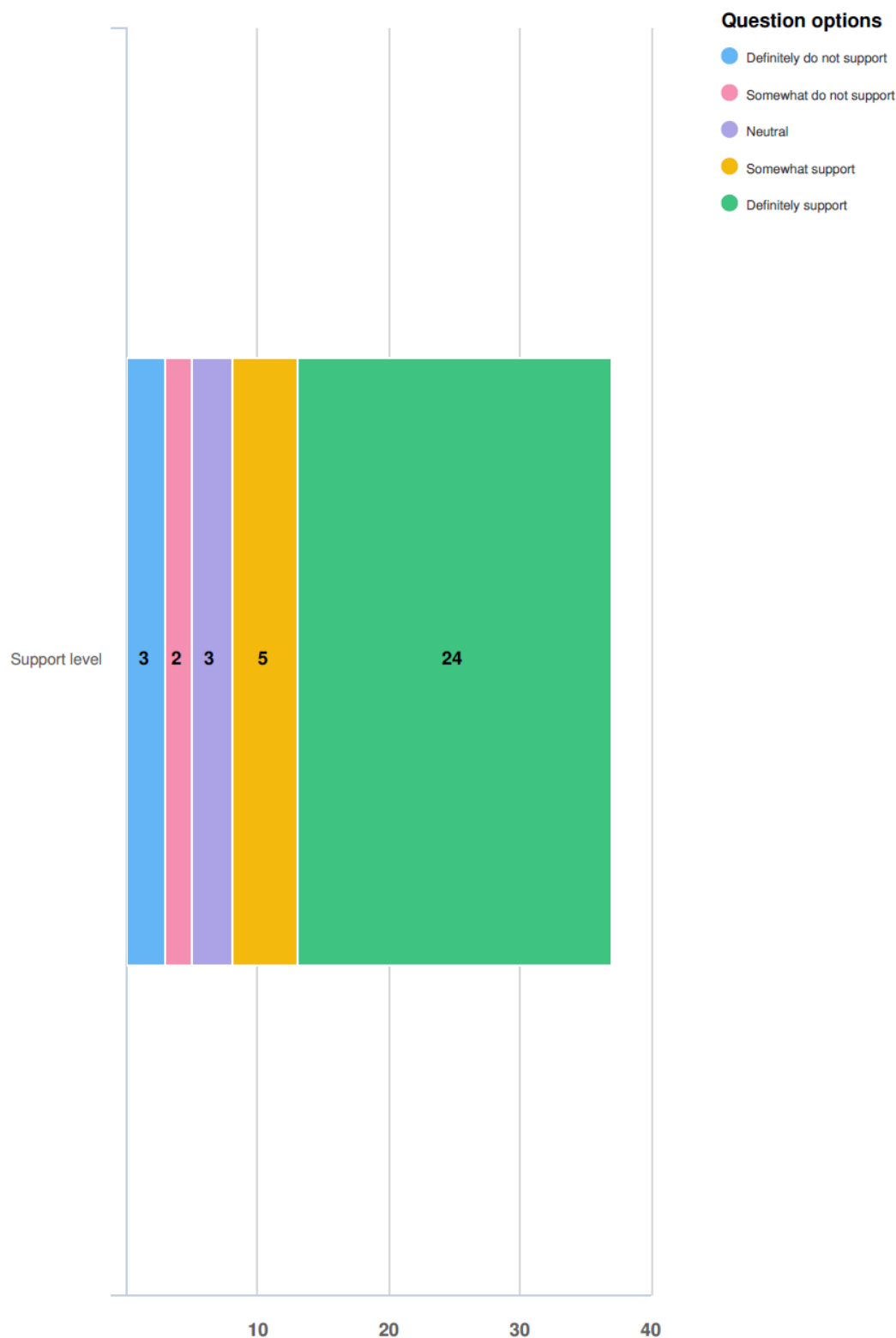
Windsor Ave? I should be allowed to park outside of my own house, and have my visitors do the same.

Adding the green pavement treatment will confuse the intersection with the new proposed bike way which goes through the intersection in the other direction. It is also unclear what is proposed - is it proposed to change this intersection to give way instead of stop? This would be extremely dangerous. This is already a dangerous intersection. Also, what is proposed with regard to parking on

Windsor Ave? I should be allowed to park outside of my own house, and have my visitors do the same.

Responses

Q12 | Do you support the proposed cycling treatment (Give Way Intersection – Priority Change and Sharrows) for Windsor Avenue (North of Celtic Avenue)?



Optional question (37 response(s), 1 skipped)
Question type: Likert Question

Responses

Q 13 - Do you support the proposed cycling treatment (Give Way Intersection – Priority Change and Sharrows) for Windsor Avenue (North of Celtic Avenue)? Comments

Optional Question – 17 responses, 21 skipped

Comments

1 This is unprotected infrastructure.

Road need to be narrowed. Wide roads promote faster driving. This is just a cheap linemarking project to pretend to satisfy cycling infrastructure commitments.

2 Traffic

3 Need to include flat top speed bumps with cycling bypasses.

I would suggest that signage of some sort be painted on the roads giving way to ensure drivers SEE that they need to give way. I live near the Norrie Ave/Beaumont St intersection and the give way sign is NOT obvious enough .

5 Give way stopping area needs to be safe from traffic

6 I definitely support it but I don't want construction activities for long period of time Infront my house.

I don't understand why this section of Windsor Avenue, which I would assume has heavier traffic loading than the section south of Celtic, does not have speed bumps? I think the speed bumps with cyclist bypass should continue the length of Windsor Avenue.

8 Same as first comment

9 The priority change makes much more sense for the flow of cyclists and motorists.

10 Sharrows are not an effective protection for cyclists

Has modelling of impacts to traffic flows along Windsor Ave been undertaken? Currently traffic is calmed by Scottish & Australian Ave having priority along here requiring vehicles to give way. Removal of this may encourage traffic that is currently using Walker and Renown avenues (Or South Rd) to use Windsor Avenue instead. This may increase the attraction for traffic to use Daws/Hendon/Windsor to access Celtic Ave instead of South Road.

12 treatments are appropriate to make all roads more inclusive, but as mentioned above are not appropriate for a greenway.

Traffic calming needs to be done on the side streets (Australian, Scottish, etc) on approach. Please consider installing a speed bump or two on the immediate approach to the intersections please

14 SIMPLY RUN THE BIKE PATH ALONG THE BLOODY RAILWAY LINE ALL THE WAY

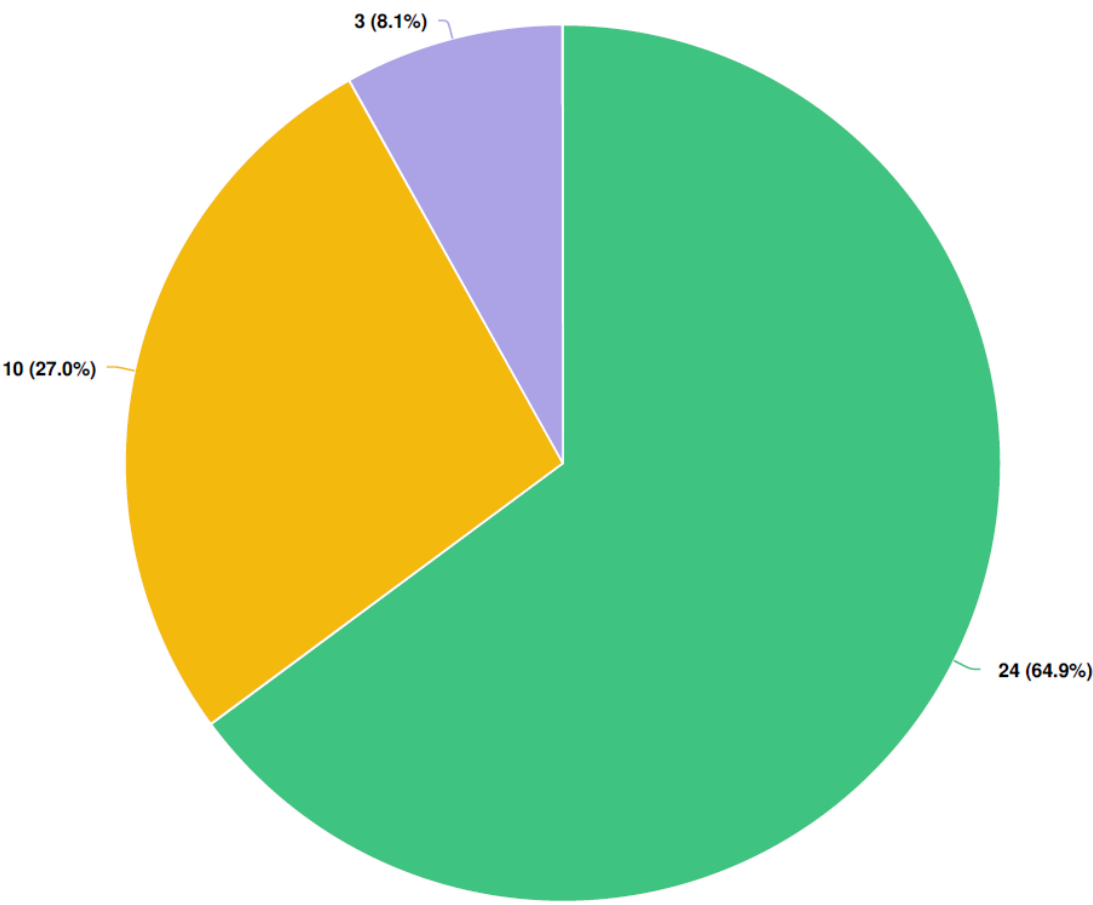
15 See earlier comment.

These side streets are already dangerous with issues people giving way. You should not change the priority as this is inconsistent with the other road in the area.

These side streets are already dangerous with people giving way. You should not change the priority as this is inconsistent with the other road in the area.

Responses

Q14 | Do you support the proposed cycling treatment One way traffic movement for English Avenue/Percy Avenue Intersection?



Question options

- Neither
- Two way
- One way

Optional question (37 response(s), 1 skipped)
Question type: Radio Button Question

Responses

Q15 - Do you support the proposed cycling treatment One way traffic movement for English Avenue/Percy Avenue Intersection? Comments

Optional Question – 16 responses, 22 skipped

Comments

One way is a good. Cycle lane needs to be suitably wide. Cycle lane needs to be protected by a kerb to prevent cars entering it. Unprotected bicycle lanes and unsafe and especially reduce ridership for young and old riders. The zebra crossings should be changed to a wombat crossing (raised crossing) to force cars to slow down.

2A solid concrete separation buffer strip, not just a white line and green treatment.

I like the idea in theory but I'm concerned about a potential increase in school drop off/pick up traffic in Norrie Ave. Would it be feasible to extend the one-way feature further along Percy Ave to Thirza Ave?

4Support of two way as long as the paths are wide enough to cater.

5The worst places for cycling is past schools because parents are typically in a rush and car doors fly open without care.

6I definitely support it but I don't want construction activities for long period of time Infront my house.

The one way approach is a sensible way to make riding past here safer in the morning. Stopping people queueing on the road to drop their kids off would be nicer but unlikely to happen..

The one-way street concept would be fine for cyclists on the section with contra-flow bike lanes, but what about the change in intersection flow once cars must detour via Beaumont Street to head in the opposite direction? I expect that in effect the Norrie/Beaumont 'leg' will become the 'continuing flow': a necessity for traffic south-bound along Percy St, and likely some diverted north-bound traffic too. This could mean cyclists have a harder time at the Percy/Norrie intersection when cycling N to S, and at the English/Renown intersection in both directions. The roads around Renown Avenue are particularly busy and difficult to cross during school drop-off / pickup hours already.

So, from a changed traffic flow perspective, it may be better that the proposed treatment still allows two-way traffic, such that cyclists stay with the dominant traffic flow, rather than having to cross it.

Or, make the new treatment exclude cars in both direction, which would necessitate improved intersections at Norrie/Percy and at English/Renown to allow cyclists safe passage across the prevailing traffic flow, and lose a number of parallel car parks.

The cleanest solution for cyclists is two-direction traffic, with clear 'give way' marking for traffic from Norrie Ave onto Percy Ave and from Renown Ave onto English Ave.

The section could still receive the stencilled surface to reduce traffic speed by the school, but the speed bumps with cyclist bypass could also achieve this.

8Regardless of traffic restrictions in the topical section, I think the speed bumps with cyclist bypass should continue along English Avenue and Percy Avenue.

9Would be much safer for cyclists.

10A full-time bike lane and priority for cyclists would also be helpful

Strongly support this treatment although consideration needs to be given to safety of cyclists in the Beaumont/English/Renown intersection area given this becomes very busy at school drop off time and cyclists will have to cross turning traffic. This is particularly important given I expect that a volume of cyclists will continue to use Renown Ave to access Bradley Grove, and will be required to turn across traffic displaced from Percy Ave.

12 treatments are appropriate to make all roads more inclusive, but as mentioned above are not appropriate for a greenway.

13This will improve safety greatly. No reason to not do this.

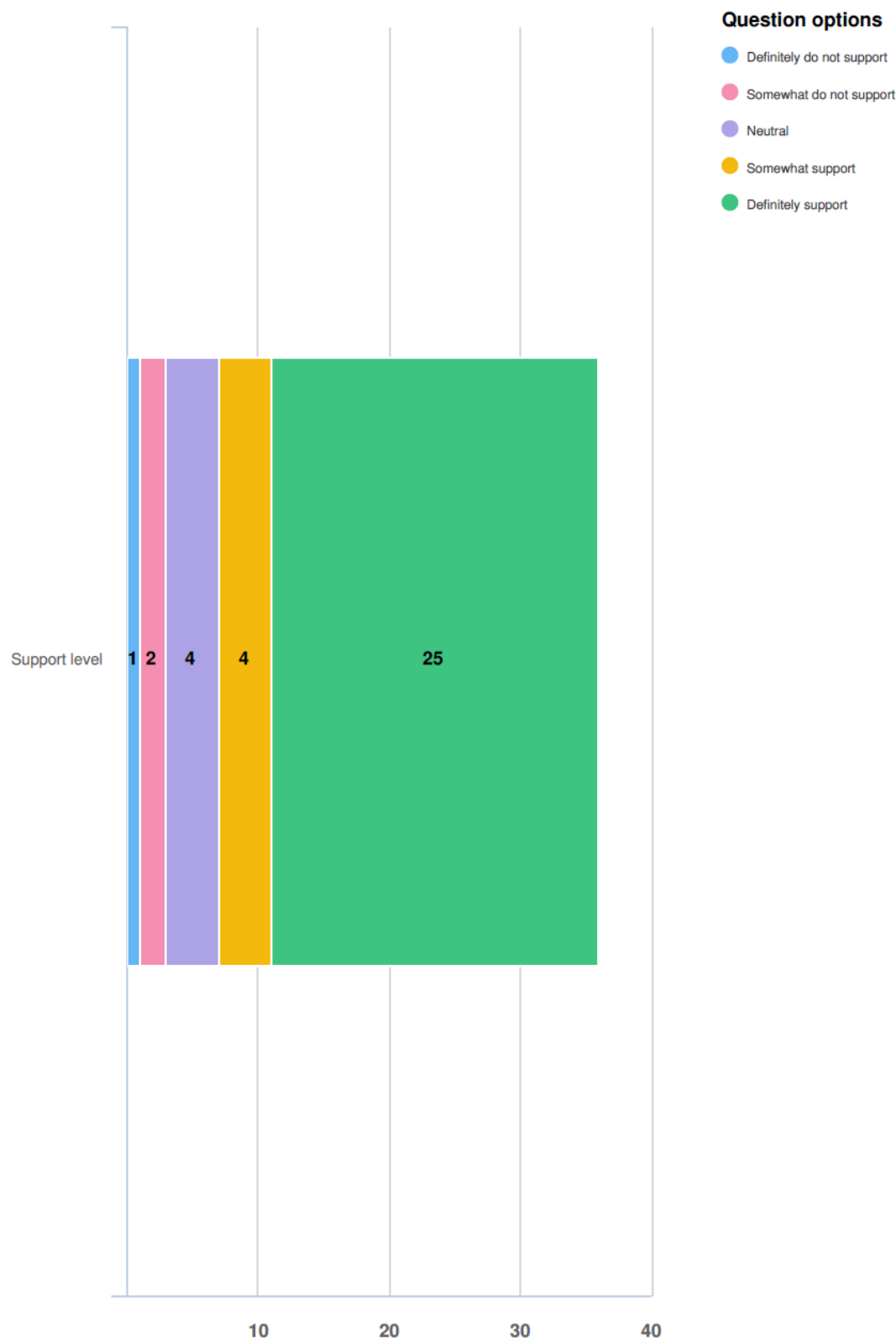
14SIMPLY RUN THE BIKE PATH ALONG THE BLOODY RAILWAY LINE ALL THE WAY

15A difficult situation. See previous comments

16This question is NOT clear. I don't support one way traffic.

Responses

Q16 | Do you support the proposed cycling treatment (Road Cushions with Cyclist Bypass, Sharrows, Connection to Road Crossing) for Percy Avenue?



Optional question (36 response(s), 2 skipped)
Question type: Likert Question

Responses

Q17 - Do you support the proposed cycling treatment (Road Cushions with Cyclist Bypass, Sharrows, Connection to Road Crossing) for Percy Avenue? Comments

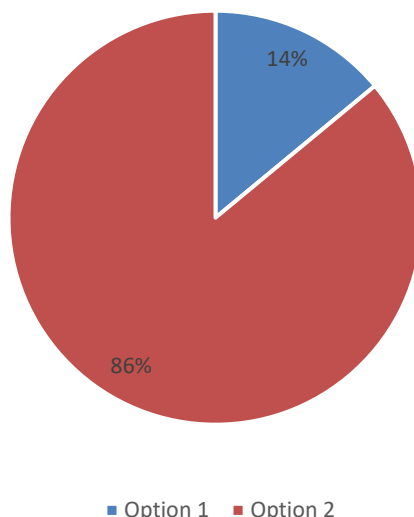
Optional Question – 9 responses, 29 skipped

Comments

1	Once again these speed bumps with cyclist bypass don't make sense because cars park at the edge of the road. There will be conflicts with parked cars.
2	Perfect.
3	A slowing of traffic and bike friendly additions is great
4	I definitely support it but I don't want construction activities for long period of time Infront my house. The section S of Daws Road is good, provided the yellow section "2" is a proper, divided 'shared path'. I am concerned about the section of footpath in front of the shops north of the crossing: the footpath is not wide enough to be a 'shared path'—and there can be a lot of pedestrians. There is no obvious solution, but this safety issue needs to be addressed. Clearly there is no room to widen the footpath without taking away the median strip & hence pedestrian refuge, or by taking away the east-bound bike lane on Daws Rd. It may be that the best solution is to widen the footpath in front of 'Just Gluten Free' into a divided shared-path, pushing the east-bound lanes south, reducing the median strip into a dividing strip (and so losing the pedestrian refuge), and extending the dividing strip west (and so shortening the right-turn lane onto West St). Somehow I think that unlikely...
5	
6	Same as first comment
7	treatments are appropriate to make all roads more inclusive, but as mentioned above are not appropriate for a greenway.
8	This will improve safety here greatly
9	SIMPLY RUN THE BIKE PATH ALONG THE BLOODY RAILWAY LINE ALL THE WAY

Responses

Q18 - Do you support the proposed cycling treatment (Option 1) or (Option 2) for West Street? (Based on feedback comments that identified a preference)



Comments

Option 2 with full time bicycle lanes is good. But bicycle lanes NEED to be protected. Else we just let more cyclists die because of our car prioritising design decisions.

Option 2 would be the safest option

Option 2

I do prefer the full-time bike path option but is it likely to cause issues for residents with parking?

I prefer Option 2 of a full time path

Option 2 - full time bike lanes

I live down the street and the council has subdivide homes and blocks on this street and the cars of the owners are on the street. I find it difficult to drive down this street when buses and cars need to go up and down. You are forever slowing down content as only a one car to drive down the street. It will make it hard to have a bike lane.

I definitely support it but I don't want construction activities for long period of time Infront my house.

Full time bike lanes down here would be good but it needs to be enforced. People frequently park in bike lanes so I presume they never get fined for it. Without enforcement the paint is just a waste of money.

Definitely supporting Option 2 - Fulltime bicycle lane

I am not familiar with traffic load at different times of the day, so cannot comment.

Option 1 (safer rides more riders!)

I'm not familiar with the area but if there's parking currently available how will this be addressed if it's a full time cycle lane in option 2?

bike lanes need to be enforced - no car parking! - in order to be effective

Option 2 would be preferable to Option 1 along West St given the traffic volumes and car parking along this street, however I expect that residents will be resistant to the loss of parking due to full time cycle lanes unless alternatives are provided. An effective compromise may be extended part time cycle lane operation. The road would benefit from improvements in the condition of the bicycle lane.

I support option 2.

Option 2 preferred

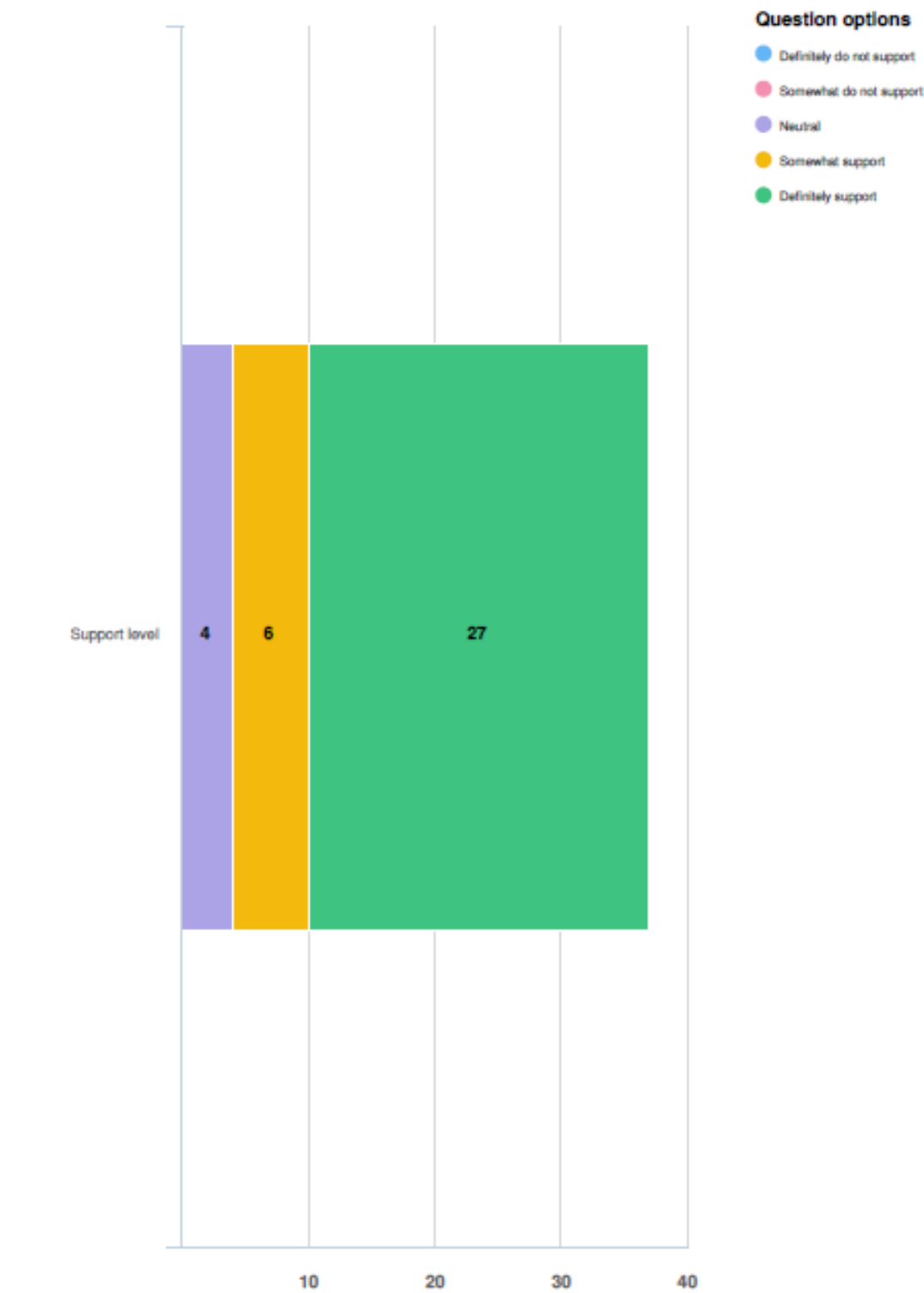
Option 2. Parking along this road needs to be removed 24/7. Without this restriction it will be pointless

SIMPLY RUN THE BIKE PATH ALONG THE BLOODY RAILWAY LINE ALL THE WAY

Residents of West Street will not be happy. They campaigned when cycling lanes in both directions were initially introduced and succeeded in getting parking restrictions applying to only one side of the road in mornings or evenings.

Responses

Q20 | Do you support the proposed cycling treatment (Off Road Shared Path) for Adelaide Terrace?



Optional question (37 response(s), 1 skipped)
Question type: Likert Question

Responses

Q21 - Do you support the proposed cycling treatment (Off Road Shared Path) for Adelaide Terrace? Comments

Optional question – 15 responses, 23 skipped

Comments

Off road paths is necessary for cyclists safety. But paths shared with pedestrians and cyclists disrupt cyclists flow, ultimately meaning cyclists a likely to ride on the road instead. Road should be narrow to reduce car speeds (narrow roads make cars drive slower) and then extra space can be used to provide seperate bicycle path, and seperated pedestrian path.

2 Yes! Off-road shared paths are the preferred treatment at all times where permissible.

3 I like the improved off-road access to the railway crossing. Will the removed plants be replaced with appropriate greenery?

4 The more off road the better and safer

I like the idea of the offroad shared path. I like what they have done on the other side of the train tracks. It's done well. I would like to see it done in the same way.

6 I definitely support it but I don't want construction activities for long period of time Infront my house.

Looks good, but (as someone who does occasionally ride south along the Marion Rocks Greenway in morning peak traffic) there is often an issue with cars queuing over the bike crossings, up to the boom gate. I think green pavement marking treatment should be employed.

In fact, cars queuing at bike crossings is a much larger issue, such as at the crossings for the Sturt River cycle path across Marion Rd and across Sturt Rd.

I think the green pavement marking treatment could be used more generally at cycle path road crossings to encourage drivers not to queue over the path.

Of course, someone will make the comment cyclists will think this means they get right-of-way over traffic and will heedlessly charge out into oncoming vehicles... So, the treatment shouldn't be solid, nor striped, but perhaps hashed, like the yellow

7 exclusion zone at level crossings?

8 Same as first comment

9 Anything off road is a big tick.

Off road paths are only effective when they integrate well with road infrastructure. As a commuting cyclist, I don't travel at the same speed as pedestrians, so paths where I need to continually give way, stop and cross the road, or where the path ends

10 abruptly and I need to give way to car traffic that I would otherwise be travelling with are less safe than just riding on the road

The interface with the Marino Rocks greenway is currently one of the most hazardous parts of the alignment under existing conditions. The proposed treatment is a good solution provided that an active pedestrian crossing is provided on the southern side of Adelaide Tce as the existing mazes are challenging to navigate with a bicycle. Given recent fatalities at this location, installation of active crossings should be considered regardless. Consideration to widening the existing median island could be

11 given as a standard length bicycle currently overhangs into the traffic lane.

It is possible for the council to petition for a pedestrian actuated crossing (signals) to be installed at this railway crossing, it is near

12 impossible to cross the road here. Often have the wait up to 10 minutes for a train to active the gates for traffic to stop.

13 Because this is running the bike path along the BLOODY RAILWAY LINE

14 A great idea for a difficult and dangerous section of road.

15 More off road would be great but probably impossible if there are houses on both sides

Do you have any further feedback or comments regarding the Flinders Greenway you would like to provide?

Optional question – 29 responses, 9 skipped

Don't be cheap. There's a reason why there's little cyclist ridership in city of Marion and it's because your design choices are for cheap linemarking jobs and not actual protected infrastructure to separate cyclists for safety or to provide direct and cohesive routes. You favour cars, it's obvious, and while you continue to 1 do so you are killing Adelaide.

2 No
Bikes lanes should have a divider between them and the normal traffic, just like the ones in Frome Street in the city. All the bike lanes should be separated from traffic as such, no matter how much this might increase traffic congestion. Only then people will have the right incentives to drive less and bike more; better for 3 personal health as well as the environment.

4 Please advise the proposal for crossing Daws Road.

5 Where can I get more information regarding the proposed shared path along Majors Rd from South Rd to Lonsdale Hwy?

I would like to see traffic projections for the one-way intersection for English Ave/Percy Ave and for further along Percy Ave before I gave unqualified support 6 for the measures. Thank you for the opportunity to provide feedback.

7 An excellent undertaking to enable more people to enjoy riding and be safe doing it.

8 See comments above.

9 Some shade at intersections would be nice.

10 I don't want humps on west st. It is not good for the car.

Most of these seem fairly token as paint has very little protective value for cyclists, and it often feels like bike lanes are there to corral cyclists rather than protect them. This is especially true where they are next to parked cars as you have to ride on the right hand edge otherwise you risk getting doored.

It is also somewhat laughable to call bike lanes on roads a "bikeway" - especially when they are heavily used as rat runs for car drivers (eg West St, Towers Tce, 11 Chitral Ice, Winifred Ave). During peak hour these roads are jam packed with cars with some drivers behaving very aggressively.

12 We need a lot more of those projects in Adelaide to reduce traffic while increasing the uptake and safety of active commuting!

I'm glad this is being introduced and there is a clear path for cycling between Tonsley (and so, e.g. Bedford Park, FMC, etc.) and town. One glaring issue I have experienced with the existing Marino Rocks Greenway between say Goodwood train station and Sixth Ave is the poor marking of where the path goes next. I think this new path should have clear sign-posting, and some of the old sign-posting needs updating (e.g. heading south on Marino Rocks path, before Cross Road crossing there is a sign post with three destinations, the top one being Tonsley, but once you've crossed both roads, the next sign only lists two destinations: Tonsley is missing. There are other instances, such as when turning left onto the path adjacent to South Road, the cyclist has to turn left up onto 13 the 'footpath', that aren't clear: cyclist confusion could be reduced by 'painting the way' using the green pavement treatment.

Thanks for the opportunity to share! We live so close to the flinders greenway and cannot wait until we can walk to the Tonsley station. Currently it's a ten 14 minute walk around the development, but when this greenway is complete it will be about a 3 minute walk (or a minute ride!).

15 Can't wait

16 Great initiative. Well done.

17 There should be physically separated bike lanes as much as possible, and signals to cross roads

18 Please just do it

Given the amount of money being spent on the North South Motorway and the challenges this will present local residents, spending more money to do this greenway properly would be a huge win for connections in the local area. The State Government should be petitioned to look into doing this. There's plenty of room next to the trainline for this option. My understanding is that it's just electrical infrastructure that is in the way, and that this could be moved.

Currently residents in Mitchell Park, north of Arnold Drive, are horribly isolated from the areas around them. Particularly they have a train line running right past them but no way of accessing a station, even on foot. A greenway along the train line, connecting this area to Mitchell Park Station would have great 19 benefits for Public transport use and for ease of local movements.

Cycling infrastructure needs to actually protect cyclists. Arrows do nothing, bike lanes should be full-time but also need to be enforced to be effective as 20 protection (without this they don't help). Personally I am more likely to take a direct path than one with significant detours.

Support this upgrade, but Seacombe Road serves as the direct route for cyclists from Marino, Seacombe Heights, Hallett Cove, and Seaview Downs to Flinders University and Medical Centre (3km shorter route). However, the absence of separated lanes poses safety risks, especially at roundabouts and areas without bike lanes. Upgrading Seacombe Road will mitigate these risks, protecting both cyclists and motorists.

By implementing separated bike lanes, we can enhance visibility, reduce accidents, and promote a safer cycling environment. This upgrade will also encourage more people to choose cycling as a mode of transportation, leading to reduced traffic congestion and improved overall efficiency.

21

For a trust greenway, the alignment should continue adjacent to the train line to promote active transport in the council. This may present additional financial 22 costs (which should be offset with state and federal funding), but the current convoluted alignment is not appropriate.

23 A great initiative!

Something needs to be done about traffic driving on the wrong side of the road on Adelaide Tce when the train crossing is down. Something like a permanent 24 klemfix with posts should be installed. There are endless near misses with bikes and peds here. Both sides of the tracks

25 SIMPLY RUN THE BIKE PATH ALONG THE BLOODY RAILWAY LINE ALL THE WAY

26 Fully support the proposal.

27 As a keen cyclist, I am 81 years old and still cycling I would like to be kept informed about detailed design of this Greenway,

Good lighting is desirable especially where the dedicated paths have tree roots emerging. Is it possible to have lights that come on when someone approaches 28 rather than on the whole time (avoiding light pollution). Good to see our council moving ahead.

You have not provided adequate time for consultation, you have not provided ease of people to respond to the consultation. Sending out flyer in the letter box with a website or QR code are inadequate options for notifying people. Especially those without internet access or difficulties using the internet. The flyer is dated 1 May but was not put in my letter box until the week of 8 May. The signage about consultation only went up even later than that, last week! Even the 29 online information is hard to navigate and the proposals are not clear. You have not made it clear what effect this will have on parking, etc, in the area.