

KING WILLIAM ROAD BIKEWAY

CONSULTATION FEEDBACK

APRIL 2021



City of Unley
CITY DESIGN

Summary

The local community, including existing bike route users, were engaged between 13 October - 4 November 2020 on two options for King William Road (Mike Turtur to Greenhill):

- Option 1 - On-road Separated Bike Lane
- Option 2 - Off-road Shared Path

A total of 93 responses were received, plus additional submissions from RAA, Bicycle Institute of South Australia and the Unley Bicycle User Group. Only four of 93 respondents did not support either of the options presented, suggesting that there is a high level of support for change.

The majority of respondents were confident bike riders, and they preferred both options equally. A smaller number of less experienced bike riders responded and had a preference for Option 2 - Shared Use Path.

Those supporting Option 1 mainly commented:

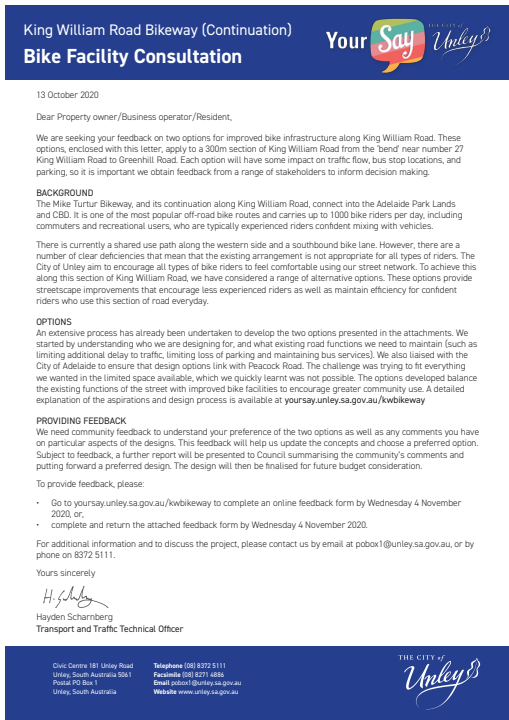
- Option 1 will result in reduced conflict between bike riders and pedestrians and those around bus/tram stops
- Option 1 would make me feel safer
- Option 1 better caters for different types of riders (i.e more confident on road, less confident on footpath)
- Option 1 will result in less conflict with left turn drivers at Greenhill Road, compared with option 2

Those supporting Option 2 mainly commented:

- Option 2 is safer for different types of riders, including children
- Option 2 is better for southbound riders, allowing them to cross from east to west at the lights and travel on to Mike Turtur Bikeway, rather than negotiating the unsafe merge area and crossing at the bend
- Option 2 design better aligns with the remainder of Mike Turtur Bikeway

Who We Engaged

Direct mail



A letter with attached plans and survey was sent to 110 residents, business owners, and property owners located within close proximity to the proposed changes. Consultation was open for three weeks from 13 October to 4 November 2020.

Stakeholder workshop



A stakeholder workshop was held at the Unley Community Centre on 15 October between 6.30 – 8.30 pm with UBug and BiSA members. 23 people attended.

Signage



Seven engagement signs were placed on King William Road, including at bus stops and locations where bicycles stop, encouraging interested stakeholders to view the plans online and complete the survey.

Targeted key stakeholders

- UBUG
- BiSA
- BikeSA
- Heart Foundation
- RAA
- Walking SA
- Friends of the City of Unley Society
- Adelaide Motorised Pedestrians Mobility Club
- Pulteney Grammar School
- Annesley Junior School

Who Responded

Location

93 survey submissions (92 via Yoursay and 1 hard copy) were received:

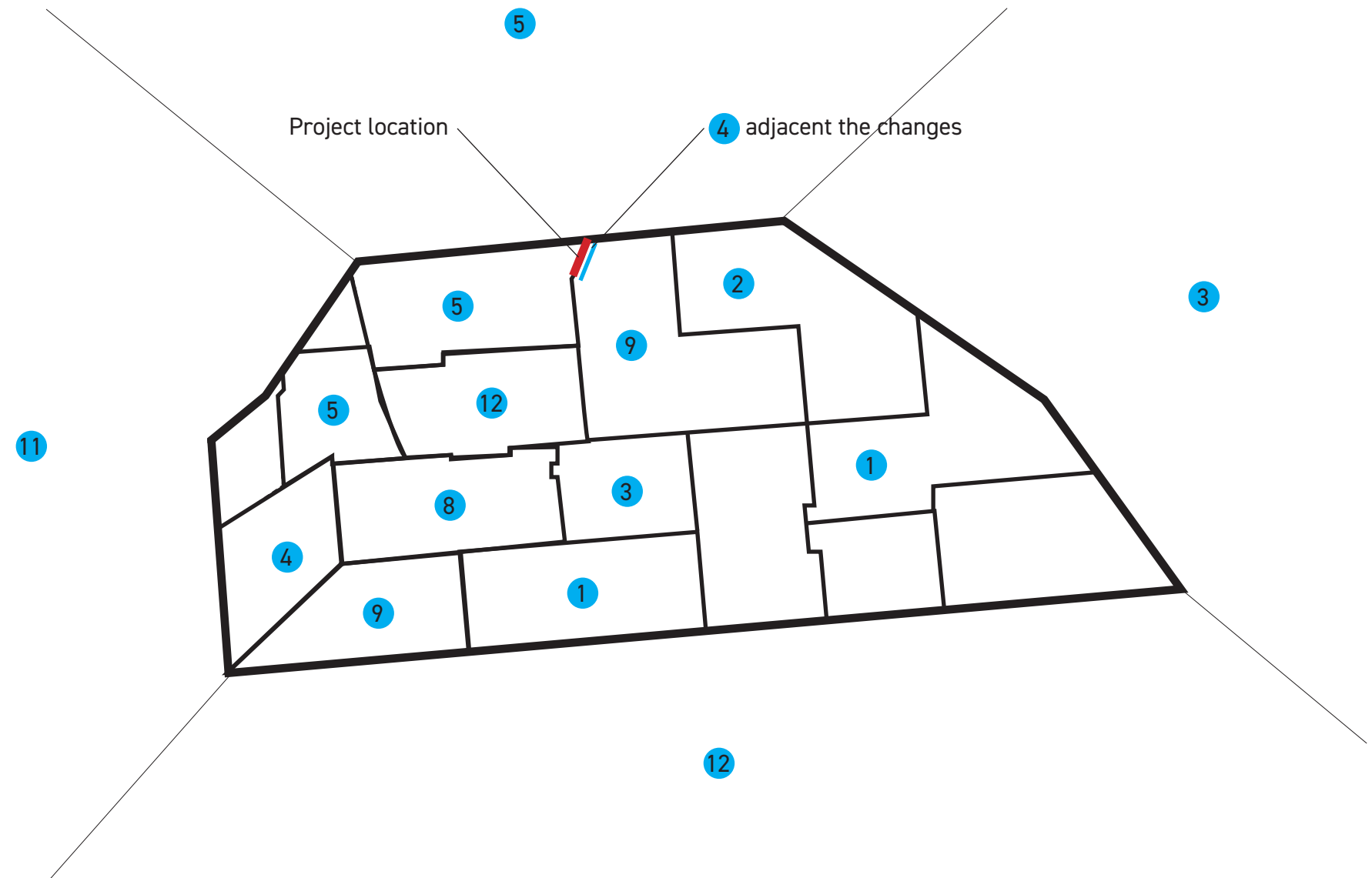
- 63 located in City of Unley (68%)
 - 4 located on King William Road adjacent the changes
- 30 located Outside City of Unley (32%)

The locations of respondents were spread fairly evenly across the western half of the City of Unley, comprising of suburbs close to Mike Turtur Bikeway or King William Road.

The location of the respondents outside of the City of Unley were generally up to 10km away, and either access Mike Turtur Bikeway closer to home or they use other north-south routes followed by Wood-Weller or King William Road.

3 key stakeholder groups responded via email:

- UBUG
- RAA
- Bicycle Institute of SA (BISA)

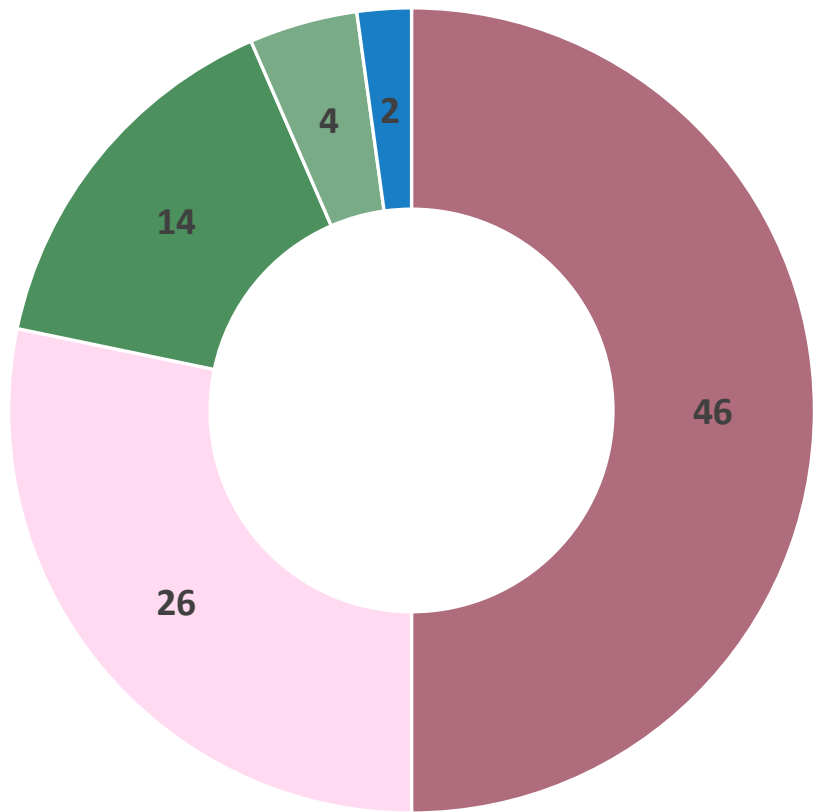


Rider Type

Respondents were asked what rider type they identify with. This is of interest as the greatest increase in cycling can be achieved if we provide facilities to encourage the 'Interested but concerned' 60% of the population.

The graph indicates that most of the respondents were from the most confident two categories of rider, and represented 78% of respondents.

Only 18 respondents (14 + 4) are in the 'Interested but concerned' category representing 60% of the population, which suggests that our feedback will be skewed to align more with the view of confident riders.



- Confident in all types of traffic
- Confident rider for recreation and sometimes to work
- Occasional rider, mostly on shared paths, and usually do not feel safe on roads
- Don't ride, but interested in riding if there were more safe bike facilities
- Would not consider riding a bike under any circumstances



1. Strong + Fearless

Less than 1% of the population can be described as strong and fearless bike riders, who are confident riding in traffic on all type of streets.

2. Enthused + Confident

7% of the population are enthused and confident bike riders, often riding for recreation and sometimes to work, shops etc if the riding conditions are considered to be safe.

3. Interested but concerned

60% of the population are interested but concerned about bike riding. They might go for a ride on Park Land paths on the weekend but generally wouldn't ride on city streets as they do not feel safe riding in traffic or line-marked bike lanes.

4. No way, No how

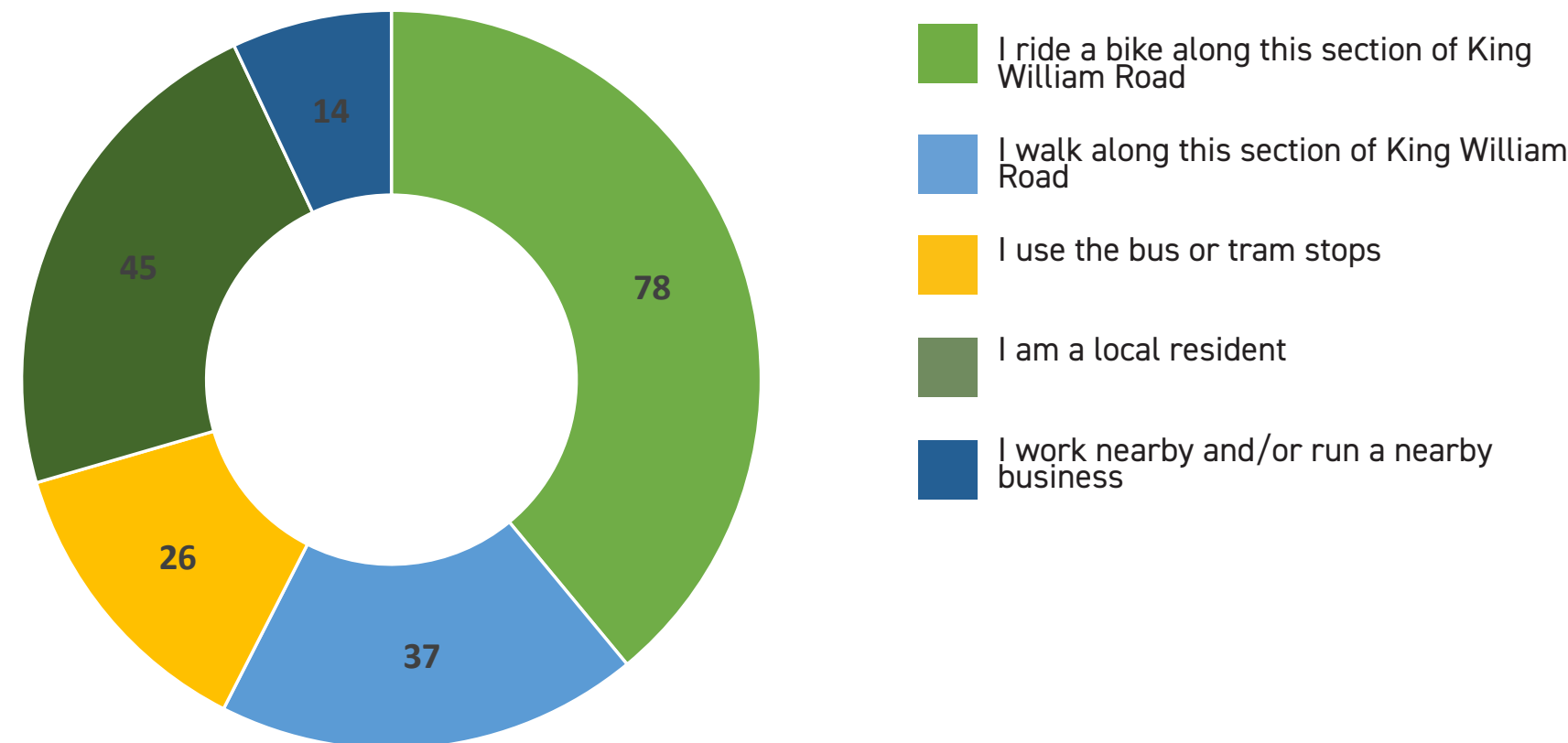
Around 33% of the population would not consider riding a bike under any circumstances.

Stakeholder Type - How they use the street currently

Respondents were asked how they currently use the street. For example, do they ride along the street, use the bus or tram, or walk along the street.

Data indicates that 78 of 93 respondents ride along this section of King William Road, which suggests that generally respondents are mainly focused on what the cycling outcome will be.

As there were 93 respondents and 200 selections, it is clear that most interact in several ways with the street. 52 of the respondents indicated that they use the street in multiple different ways, such as walk and ride, or walk and catch the bus or tram.



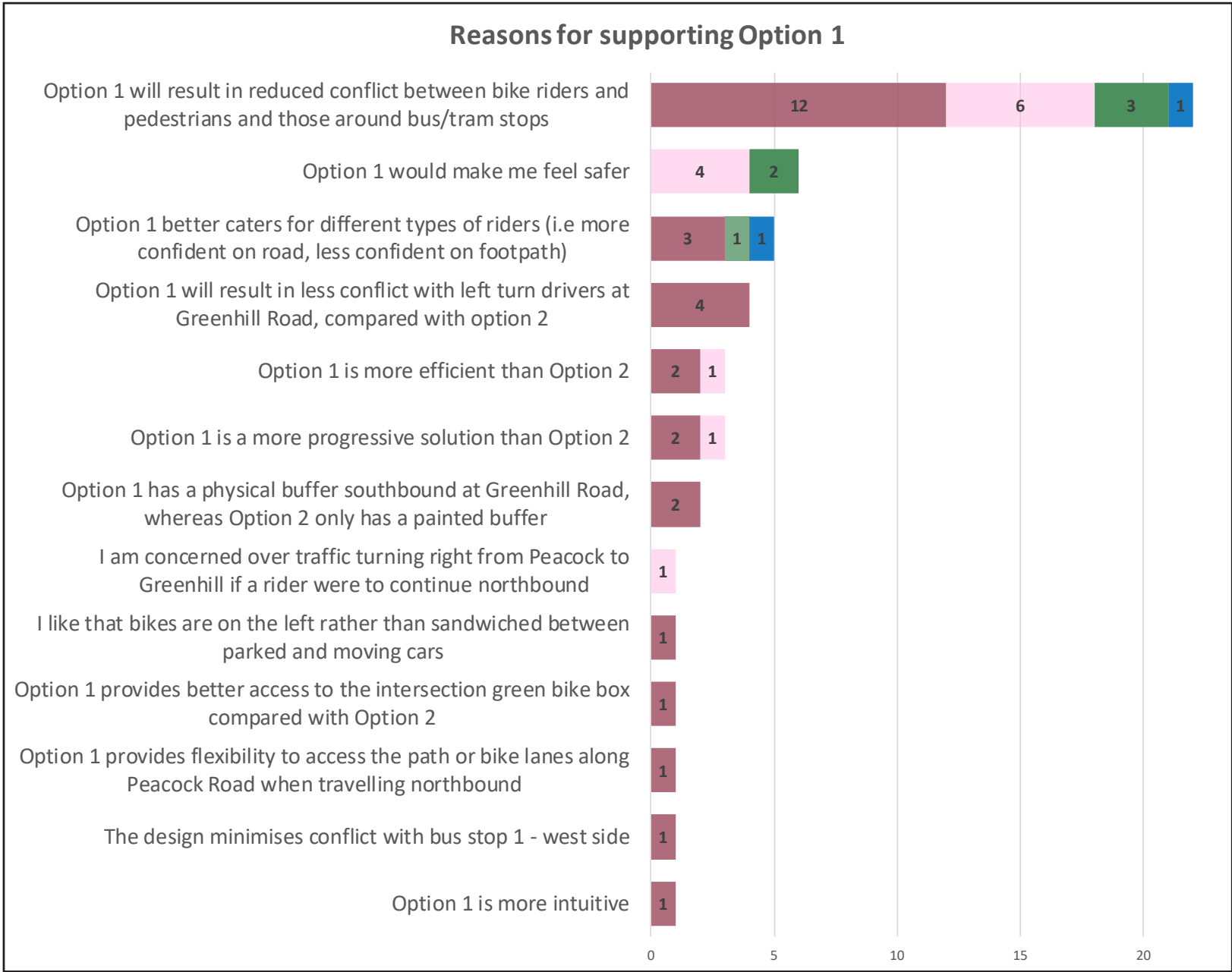
Which was the preferred option?

Respondent bike rider category	OPTION 1		I like both equally	OPTION 2		I do not support either option
	Strongly prefer Option 1 - On-road Separated	Slightly prefer Option 1 - On-road Separated		Slightly prefer Option 2 - Off-road Shared Path	Strongly prefer Option 2 - Off-road Shared Path	
Confident in all types of traffic	16	7	2	5	14	2
Confident rider for recreation and sometimes to work	6	5		2	13	1
Occasional rider, mostly on shared paths, and usually do not feel safe on roads	4	1		1	7	1
Don't ride, but interested in riding if there were more safe bike facilities	1			1	2	
Would not consider riding a bike under any circumstances	2					
Totals	29	13	2	9	36	4
	42			45		

Key findings:

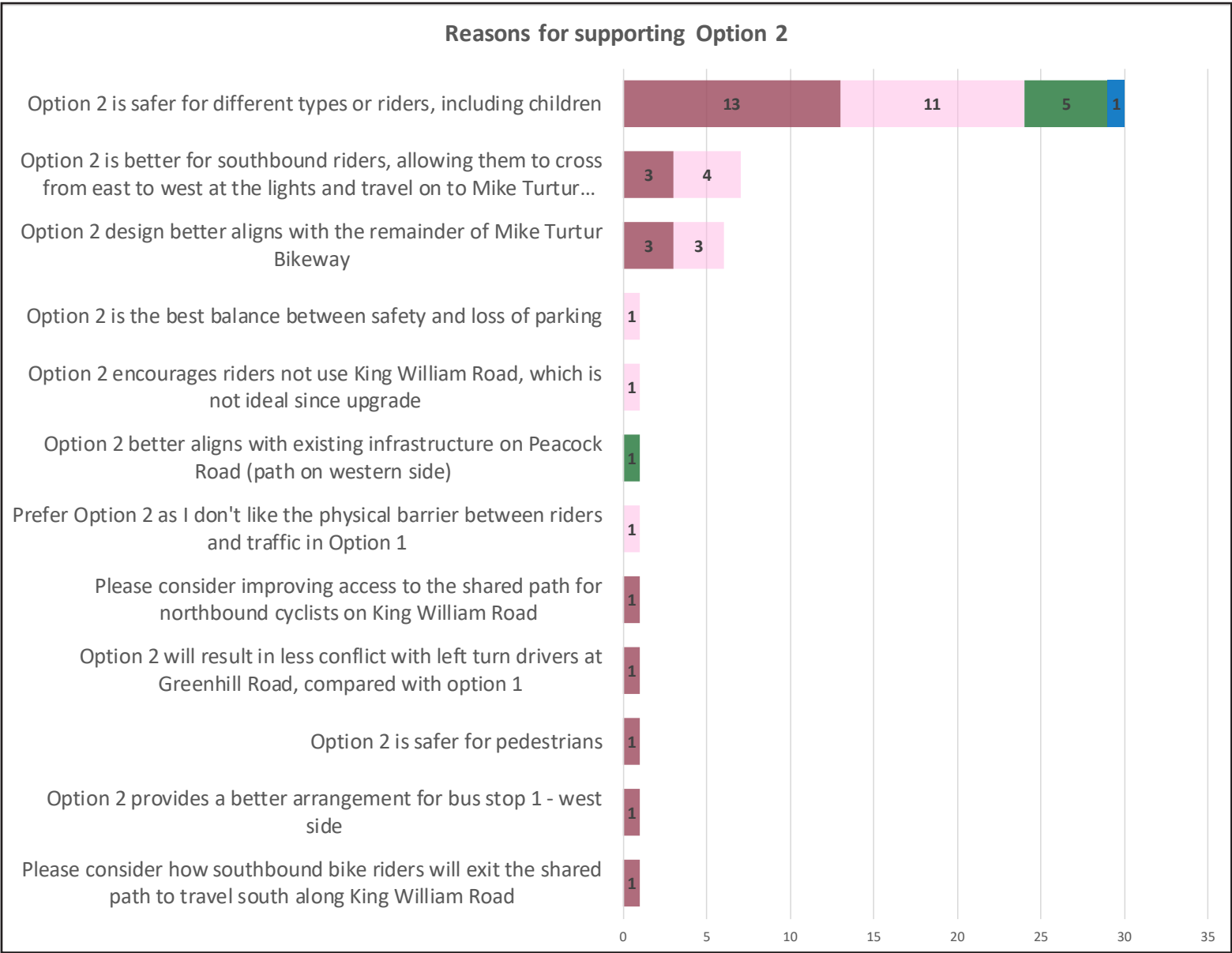
- Disregarding rider type, there is a similar preference for Option 1 and 2 (Op1:42 vs Op2:45)
- More confident riders (including 'Confident in all traffic' and 'Confident riders for recreation and sometimes work') prefer Option 1 and 2 equally (Op1:34 vs Op2:34)
- Less confident riders (including 'Occasional rider, mostly on shared paths, and usually do not feel safe on roads' and 'Don't ride, but interested in riding if there were more safe bike facilities ') prefer Option 2 (Op1:6 vs Op2:11)
- If we disregard those that 'slightly prefer' an option, who likely see the merits of both, there is a slight preference for Option 2 (Op1:30 vs Op2:36)
- Only 4 out of 93 respondents did not support either option
- Overall it can be said that there is a slight preference for Option 2**

What did those preferring Option 1 say?



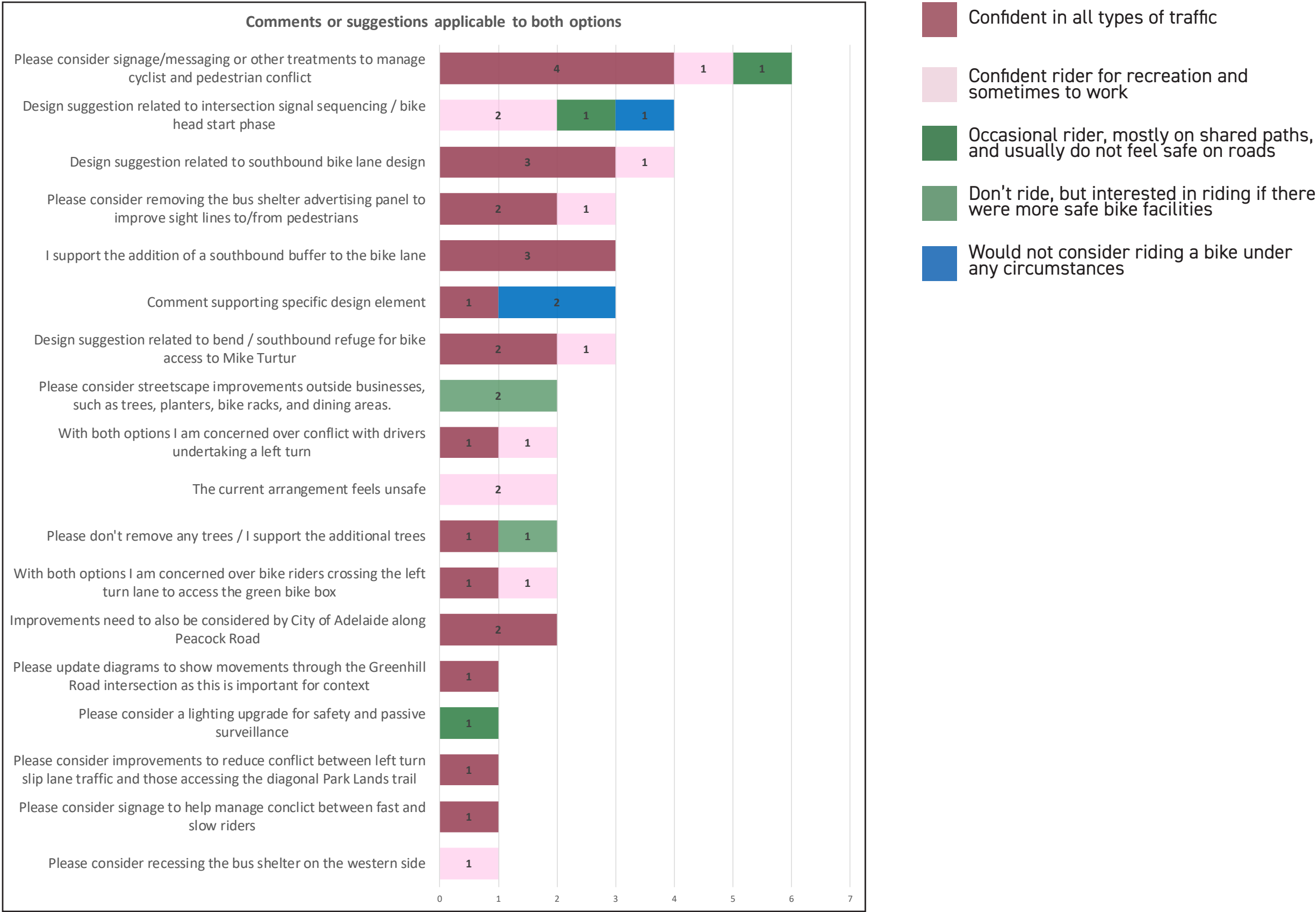
- Confident in all types of traffic
- Confident rider for recreation and sometimes to work
- Occasional rider, mostly on shared paths, and usually do not feel safe on roads
- Don't ride, but interested in riding if there were more safe bike facilities
- Would not consider riding a bike under any circumstances

What did those preferring Option 2 say?



- Confident in all types of traffic
- Confident rider for recreation and sometimes to work
- Occasional rider, mostly on shared paths, and usually do not feel safe on roads
- Don't ride, but interested in riding if there were more safe bike facilities
- Would not consider riding a bike under any circumstances

Additional comments applicable to both options



UBUG and Bicycle Insititute of South Australia Feedback

Summary only - Refer to full submissions

Unley Bicycle User Group (UBUG) key points:

- No preferred option stated
- Preference for bike box across all lanes at Greenhill Road intersection to reduce potential conflict with bike riders crossing the left turn lane
- Question whether it is legal to access the bike box other than directly from a bike lane if a bike lane is present
- Suggest bicycle 'head start' lantern
- Suggest a pavement treatment at the bend / southbound refuge to encourage motorist courtesy and awareness
- Concern over pedestrian / cyclist conflict with Option 2
- Suggest measures to distribute cyclist flows to Joslin Street and Porter Street in to the city

Bicycle Institute of South Australia key points:

- Preference for Option 1 but do not endorse the draft in its current form
- Option 1 better supports bike riders coming from the south on King William Road, and directing them on to the path would be downgrading the level of service and safety
- The 4m width is insufficient in Option 2 and prefer a 6m width with separate bike / pedestrian facilities
- Even with a 6m width the Option 2 shared path would not match that on the Peacock Road side
- Provided extensive design feedback for Option 1 across 12 design headings, including:
 - Strongly suggest relocating the southbound bike lane to along the kerb
 - Present ideas to enable widening of the southbound bike lane
 - Suggest design improvements to the bend / cyclist refuge
 - Suggest improvements to support an alternative route to the Park Lands through Young->Roberts
 - Adjustments to bike box access and hook turn facility
 - Widening of separated path on approach to Greenhill Road
 - Kerb height design guidance for intersection and mid-block sections