



## O-Bahn Proposed Changes to City Access

### RAA Response

---

#### Background

RAA has consistently sought improvements to the inner ring route to improve traffic flow during peak periods. In particular, a number of the intersections are at or near capacity which results in regular delays. While the upgrade of Britannia Roundabout towards the end of 2013 has proven to be effective in improving the flow of traffic through this intersection, the performance of the other intersections, in particular at Botanic Road/ North Terrace and Hackney Road remains unimproved. During the afternoon peak period, the significant number of buses that use this intersection and its approaches not only contributes significantly to congestion at this intersection but also limits eastbound traffic on North Terrace/Botanic Road.

#### RAA position

RAA supports the proposed O-Bahn scheme in principle because it has the potential to reduce congestion at the intersection of Botanic Road/Dequetteville Terrace /Hackney Road by removing a large number of buses from this restricted part of the network thus improving traffic flow.

It is appreciated that other alternatives such as widening are not feasible because of heritage buildings that abut all approaches to the intersection. RAA's multi-mode travel time surveys undertaken in 2014 highlighted that during the morning peak, the journey along Hackney Road to Grenfell Street accounted for nearly half of the overall journey time on the O-Bahn bus from the Paradise Interchange this was by far, the slowest section of the O-Bahn route.

#### Impact on Traffic

With the transfer of the majority of bus movements away from the intersection, it is expected that this should significantly improve its performance particularly reducing the delays for outbound traffic on Botanic Road during the afternoon peak period and inbound traffic on Hackney Road during the morning peak period.



The proposed new alignment of Rundle Road, in conjunction with the realignment of the section of East Terrace between Pirie and Grenfell Streets will improve the performance of this intersection through simplified phasing and should also result in less traffic using the section of East Terrace between Grenfell Street and North Terrace. RAA would like to see traffic modelling to substantiate the benefits of the project and demonstrate the potential benefits to traffic flow not only to public transport but other traffic into and out of the city. .

#### **Recommendation 1**

**Results of any traffic modelling that has been undertaken be made available to demonstrate the potential impact to both public transport and other vehicles in the area impacted by the proposed O-Bahn City Access Scheme.**

### **Parking and Access**

#### Hackney Road

There is currently parking permitted in the western side of Hackney Rd between the northern end of the off street parking area and the bridge. It is not clear from the information provided as to whether all or some of this parking will be retained.

As this parking is heavily utilised during periods of high demand by people attending the Adelaide Zoological and the Botanic Gardens, kerbside parking should therefore be retained or alternatively the existing off street area expanded to offset the loss of any on street parking.

RAA generally has no objection to the proposed access arrangements on Hackney Road which are a compromise between the need to limit the number of vehicle crossing points across the dedicated bus lanes while providing access to adjacent streets and properties for both north and southbound traffic. The exception is the intersection with Richmond Street which should ideally be signalised to permit all traffic movements, including provision for cyclists to travel north onto Hackney Road. If this cannot be maintained then consideration should be given to providing a cycle link from Richmond Street up to the existing signalised intersection with Bundeys Rd to allow cyclists to access this road or continue north on the Mann Terrace Bypass.

It is noted that the proposal will retain three designated crossing places between Richmond Street and the signalised intersection at North Terrace and Hackney Road. It is observed that mid-block crossing is frequently difficult because of the free flowing nature of the traffic outside of peak periods. With the proposed centre of road bus lanes the additional crossing width, coupled with the traffic flow will impact



on a pedestrian's ability to safely cross. It is therefore recommended that consideration be given to preferably a grade separated crossing point or a formal crossing point to assist pedestrians crossing the traffic lanes.

#### **Recommendation 2**

**Parking is retained on the western side of Hackney Road where practicable to meet demand for parking in the area.**

#### **Recommendation 3**

**The intersection with Richmond Street should be signalised to permit all traffic movements, including provision for cyclists to travel north onto Hackney Road. If this cannot be maintained then provide an off road cycle link from Richmond Street up to the existing signalised intersection with Bundeys Rd to allow cyclists to access this road or continue north on the Mann Terrace Bypass.**

#### **Recommendation 4**

**A grade separated pedestrian crossing point or a formal pedestrian crossing point be provided as part of the final design.**

#### Rundle Road

The proposed realignment of Rundle Road will result in a loss of a significant on-street parking which is heavily used by visitors to Rymill and Rundle Park. While there are a number of multi-storey off-street car parks in the East End Precinct, the existing on street parking is convenient particularly for families using the facilities within the park and disabled persons.

There is some concern with westbound vehicles on the new alignment of Rundle Road intending to turn south onto the new alignment of East Terrace. It is unclear whether vehicles will have sufficient sight distance of emerging buses in order to safely change from the through lane into the left turn lane at East Terrace without conflicting with westbound buses. It is considered this should to be reviewed to be reviewed to ensure that what is likely to be a common manoeuvre can be undertaken safely.



## **Recommendation 5**

**Review lane merge on the new alignment of Rundle Road to ensure vehicles intending to turn south onto East Terrace can safely merge across the bus lane prior to the intersection**

### East Terrace

The 90 degree angle parking shown on the western side between Grenfell Street and North Terrace would maximise parking with the bicycle path located between the footpath and the angle parking. The proposed location of the bicycle lane is supported because vehicles reversing out of angle parking bays can pose a danger to cyclists, whereas under the proposed layout, cyclists will be visible to motorists as they drove forwards into the parking bays.

To minimise disruption to traffic when manoeuvring into and out of the parking bays, they need to be at least 2.6 metres wide. The traffic lane at the rear of the parking bays needs to be as wide as possible in order to minimise vehicle encroachment into the adjacent traffic lane.

## **Recommendations**

**Provision be made for an on-street parking area within a section of the current alignment of Rundle Road with access off Dequetteville Terrace.**

**Angle parking bays must be of sufficient width to allow easy access and minimise impeding following traffic.**