Reclaim the Streets

Adelaide is blessed by grand streets with generous street widths. The current use of streets is primarily as transport corridors.

- Introduce measures for traffic calming in the city centre by creating an effective ring route system to avoid through traffic, re-unite the squares and close selected streets through the Park Lands.
- Reduce the parking capacity in the city by relocating parking to the periphery of the central core.
- Create a better city for walking with pleasant and strong walking routes.
- Ensure invitations for bicycling by creating an overall, connected cycle network.
- Provide a simple public transport system.
- Develop a variety of streets and introduce road dieting concepts.
Reclaim the Streets

**Introduce measures for traffic calming in the city centre**

Adelaide is blessed by grand streets with generous street widths. Furthermore there is a street rhythm, a distinct pattern of street widths, that helps to characterise the individual streets as well as creating a system or a hierarchy of streets. East-west there are 11 streets, north-south there are 6 streets.

The current use of streets is primarily as transport corridors. Given the accessibility of the city from the outskirts as well as the easily accessible street grid with plenty of streets, traffic has gradually encroached on every street available. It is evident that Adelaide has not nearly reached its capacity in terms of having congested streets given the amount of streets and the generous street widths. As such the need for change is not driven by a gridlocked city where it is evident to everyone that some kind of evolution needs to happen, but rather driven by a realisation that Adelaide has not nearly reached its potential as a result of current uses of the city streets and quality of the city life.

The detrimental effects are noise, fumes, poor conditions and priority for pedestrians or cyclists as well as limited space for activities other than traffic, limited recreational options and poor liveability for residents. These factors all have a significant impact on Adelaide's ability to attract and retain businesses, visitors and residents. As global evolution points more towards knowledge as the main ingredient in a successful business - businesses can only locate where the necessary brain power would like to settle with their families. As Adelaide holds a unique potential for being Australia's most desirable place to live, it is crucial to set the balance between the various transport modes straight.

**Create an effective ring route system to avoid through traffic**
- Repair the western part of the inner ring route to relieve West Terrace.
- Establish an outer ring route system to relieve the inner ring route and to move traffic to where it actually needs to go.

**Re-unite the squares**
- Re-uniting the squares will eliminate some of the direct through routes first established to increase travel speeds.

**Close selected streets through the Park Lands**
- Currently all the “drawbridges” are down, inviting people to access the city from all angles at all times for any purpose.

**Promote traffic calming**
- Introduce a 40 km/h speed limit in the most central area and for Park Land roads.
- Install traffic calming measures through phased traffic lights benefitting lower speeds.
- Prioritise public transport, bicycling and walking along busy routes.
- Upgrade the street environment to indicate city street rather than road corridor.
- Limit servicing to early morning hours.
- Create an environmentally sensitive zone in the city centre with restrictions for vehicles on noise, fumes and vehicle weight.

**FACTS:**
- During peak hour 20% of all traffic is through traffic.
- Outside peak hour 24% of all traffic in the city centre is through traffic.
As illustrated in the analysis, the current parking offer has a number of drawbacks on city quality: parking generates traffic, entries to car parks continuously interrupt footpaths and indicate low pedestrian priority, entries to car parks limit the option for planting street trees, frontages along parking structures are usually inactive and blank, parking structures generate little activity in the evening, the parking structures in Adelaide are in general underused and the over-capacity of parking in Adelaide in general effectively blocks any attempt to unfold the central core and instead divides the city into precincts all approachable by car, limiting the business potential of the city.

**Supporting an unfolded city centre**

- Expand the heart of the city. “Don’t bring your car park to the city, bring the city to the car park.”
- Reduce the parking capacity in the city by gradually eliminating all council car parks.
- Establish a transition phase where all private car parks in the central core are replaced by new developments.
- Build the business case for removing car parking by estimating the economical gains that the relevant sites hold plus the business that any new building can generate and how the entire city core will benefit.
- Develop a program to activate the ground floors of the parking structures to be kept.
- Develop an information system to assist drivers in finding available parking within the nearest distance.
- Create close links between suburban car parks and public transport to the city centre.
- Let government set an example by decreasing the available car parking in government buildings.

**FACTS:**

- There is no existing data on the economical viability of the car parks.
- ACC notes, “that UPark’s operations are financially marginal because of Council’s priority to use UPark to encourage people to come to the city over profits”. (The income ACC earns on the car parks is minimal compared to the expenses in terms of running costs, maintenance, staff and lack of realising the development potential that the sites have).
- There is no existing data on the use of car parks.
- ACC estimates, “that the existence of early bird parking at practically all multi-storey commercial car parks indicates that there is an oversupply of parking in the City. Even car parks in the Rundle Mall precinct have early bird parking, which is a tactic used to fill spaces that they can’t fill with short term parkers or even with normal all day commuting prices.”
**We are all pedestrians**
Walking is the most natural, affordable, healthy and clean way of getting around, but it requires more than just feet and legs. It requires walkable streets – the fundamental building blocks of a sustainable city. Walking is first and foremost a type of transportation, but it also provides an opportunity to spend time in the public realm. Walking can be about experiencing the city at a comfortable pace, looking at shop windows, beautiful buildings, interesting views and other people. As such, streets should be welcoming to all of us. The city consists of a dense grid street network that is ideal as a basis for strong and attractive connections.

**Create pleasant and strong walking routes**
Make walking in Adelaide the most attractive mode of transport by giving high priority to pedestrians to create more lively and social environments. The pedestrian network in the city centre should be stretched out so that more of the city centre is put into play and important destinations are integrated, such as the main squares and the surrounding Park Lands. Straightforward interventions such as improving the footpath itself by upgrading main routes with high quality materials and paving, adding street trees, and removing all unnecessary interruptions and street clutter will contribute significantly towards improving walking conditions in the city. Soft edges and attractive ground floor frontages form an important interface between buildings and spaces and this zone needs to be carefully considered. Minimising traffic noise and emissions is also necessary in order to provide a more vibrant street life.

**High pedestrian priority at intersections**
Waiting times at crossings need to be reduced substantially along the main walking links. Count down timers can be inserted where there are high pedestrian volumes and strong desire lines, e.g. along King William Street or along North Terrace.
More could be done to create more direct and uncomplicated pedestrian crossings. For example, Whitmore Square and Light Square have unnecessarily complicated and indirect crossings. Zebra crossings could be introduced in streets where casual crossing is needed, e.g. Gouger Street, Rundle Street, Hutt Street and others. (State Government policy prevents the use of zebra crossings on public roads in South Australia. Raised “wombat” crossings are permitted, subject to certain conditions, including an already high level of pedestrian crossings).

**Quick Wins - While we are waiting**
- Increase pedestrian priority through increasing crossing times and reducing waiting times at intersections
- Install direct pedestrian access to all squares, especially Whitmore Square and Hindmarsh Square
- Introduce alternative walking links
- Introduce lunch time closures of Rundle Street, Gouger Street, Gawler Place and Pirie Street
- Widen footpaths through the road diet scheme, remove clutter and remove angle parking, for example on Rundle Street, Gouger Street and Hindley Street
Strengthen the pedestrian network

EXTEND THE PEDESTRIAN NETWORK
- Develop a wider and better pedestrian network. ‘Roll out the red carpet’ and invite people to walk to support a new walking culture. Create a network that is attractive and accessible to all; disabled, sports enthusiasts, children, elderly, etc.
- Reduce street widths and add pedestrian and bicycle amenities in terms of wider footpaths, cycle lanes, lighting, benches, planting etc.

CONNECT THE PEDESTRIAN NETWORK
- Ensure that the pedestrian network facilitates walking loops rather than only walking from ‘A to B’.
- Ensure a coherent network of convenient walking links to key destinations, public transport and major parking facilities.

Ensure a pedestrian friendly city

INTRODUCE HIGH QUALITY FOOTPATHS
- Widen footpaths when possible and celebrate footpaths, laneways and car-free streets as aesthetic pleasures, indicating high pedestrian priority.
- Ensure that all city centre streets present themselves as attractive streets by a defined street layout. Urban highways are unacceptable in the city centre.
- Develop an attractive pedestrian network of high quality walking links - both functionally and visually.

EXTEND THE PROGRAM OF FOOTPATH ACROSS SIDE STREETS
- Avoid unnecessary footpath interruptions at minor side streets by introducing uninterrupted footpaths. The footpath surface is continued across side streets with low traffic. Pedestrians have the right of way.

Provide attractive walking routes

GROUND FLOOR FRONTAGES
- Ensure active and friendly ground floor frontages especially along main walking routes in the city centre. Develop a policy for ground floor frontages, indicating that the attractiveness of ground floor frontages should follow the pedestrian network.
- Ensure that ground floors of new buildings are carefully designed to add quality to the pedestrian landscape in terms of interesting, active frontages with small units.
- Develop annual competitions with prizes for best commercial ground floor frontage renovations according to guidelines.
- Develop a sign policy for commercial buildings to avoid low quality commercial signage causing detriment to the building and the surrounding streetscape.

ENSURE SAFETY WALKING ROUTES
- Develop a lighting strategy to ensure a network of safe and attractive key walking routes at day and night time - with fine lighting and active functions.
- Develop lighting schemes to emphasise heritage buildings and landmarks.

ENSURE RESTING PLACES
- Develop a catalogue of city designed street furniture and outdoor serving equipment to generally raise the quality.
- Develop guidelines to install more public seating that will offer passers-by a rest and help the elderly and families with children. Ensure that benches are placed in attractive environments with good views and best possible options to enjoy the climate.
- Introduce measures to muffle traffic noise and to lower emissions.

Recommendations

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Reclaim the Streets

Ensure invitations for bicycling

A coherent bicycle network
Missing links in the existing bicycle network should be reconnected to create a continuous bicycle network. Routes leading to the city centre from the surroundings should be connected to the central network linking to key city destinations as well as to local destinations such as education facilities and sport facilities. The suggested city centre bicycle network consists of a system of dedicated bicycle lanes along selected streets together with the existing designated bicycle friendly routes.

Bicycles and safety
Given that safety is an important and inevitable factor in encouraging all users (including the elderly and children) to bicycle, a system of dedicated bicycle facilities should be created. Along key streets, bicycle links in terms of raised (or by other means separated) bicycle paths should be created to promote safety and comfort for the bicyclists. Bicycle lanes marked by a painted line supplement the bicycle network and ensure bicycle access to other city centre streets. Together with a range of bicycle friendly laneways a system of efficient bicycle use is created throughout the city centre. On the whole, it is crucial to ensure drivers’ awareness and the visibility of bicyclists when outlining the bicycling structures including layout of intersections and crossings.

Comfort and enjoyment
People will be more prepared for bicycling if it is pleasant and comfortable. Comfort is closely related to legibility and accessibility thus a consistent layout of the bicycle structures is essential as well as sufficient widths of bicycle paths to allow for people to overtake. Proper wayfinding signage designed for bicyclists is important to make bicycling more accessible. Bicycle parking should be provided where people want to go and as close to key destinations as possible.

Quick Wins - while we are waiting

- More Bicycle lanes
  - Use road diet concepts to install more bicycle lanes in key corridors

- Grow a bike culture
  - Make the cyclist visible in the urban environment; annual events and festivals with programs aimed at specific target-groups

- Introduce Sunday road closures
  - Introduce “Ciclovias”, a bicycling program in the city on Sundays with inspiration from Bogota, Colombia

- Provide information
  - Provide information for bicyclists along the route; easy and consistent wayfinding, bicycle counters with travel times etc.
Establish bicycle friendly environments

DEVELOP A CONNECTED BICYCLE NETWORK
- Develop a simple, continuous and easily read bicycle network.
- Thoroughfares and connections link the city in an everyday door-to-door network.
- Connect bicycle routes from suburbs to the city centre network.

ESTABLISH RECREATIONAL ROUTES
- Develop scenic bicycle routes linking to surrounding amenities.
- Provide public ‘end-of-trip’ facilities at strategic locations e.g. at Henley Beach, West Beach and in the Park Lands.

CREATE BICYCLE FRIENDLY STREETS
- Develop alternative routes for bicyclists - investigate pedestrian and bicycle priority streets.

ENSURE SAFE BICYCLE ROUTES AT NIGHT
- Provide well-lit bicycling facilities to improve orientation and a feeling of safety.
- Ensure lighting is on a human scale.

Provide dedicated bicycle lanes

CREATE PROTECTED BICYCLE STRUCTURES
- Introduce designated bicycle paths on the ‘safe’ side of parked cars - close to the footpath and next to possible on-street parking or traffic lanes to promote safety.
- Ensure an adequate width of bicycle paths and lanes of 1.5 m to increase accessibility.

Provide bicycle parking

PROVIDE SAFETY AT CROSSINGS
- Highlight bicycle structures at intersections to raise attention to bicyclists. A significant colour indicates crossing bicyclists.

Provide bicycle parking

CREATE BICYCLE FRIENDLY STREETS
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ENSURE SAFE BICYCLE ROUTES AT NIGHT
- Provide well-lit bicycling facilities to improve orientation and a feeling of safety.
- Ensure lighting is on a human scale.

Provide information on routes

SPOIL BICYCLISTS WITH ADVANTAGES
- Introduce a 3-6 seconds head start at intersections.
- Introduce green waves for bicyclists along key routes. Thus bicyclists riding at 15km/h can ride through intersections without stopping.

Provide bicycle parking

BE INVENTIVE AND BRING BICYCLING INTO FOCUS
- Develop a bicycling culture. Invite new bicyclists e.g. children and seniors, introducing bicycle taxis and transportation of smaller goods by bicyclists etc.
- Start campaigns to inform about the positive effects of bicycling in terms of environmental and health advantage, and the fact that bicyclists in general contribute to generate life in the streets.
- Promote campaigns for safety and focus on behaviour, awareness and marketing. Cycle festivals, ‘Sunday streets’ - closed for car traffic, learn how to bike classes, ‘Kids on wheels’ - bicycling to school, cycling in the Park Lands, to the beach etc.

Promote advantages for cyclists

Provide bicycle parking

ODENSE, DENMARK
- Provide dedicated bicycle lanes
- Establish bicycle friendly environments
- Provide bicycle parking
- Promote advantages for cyclists

COPENHAGEN, DENMARK
- Develop a connected bicycle network
- Establish recreational routes
- Create bicycle friendly streets
- Ensure safe bicycle routes at night

NEW YORK, USA
- Be inventive and bring bicycling into focus
- Provide information on routes
- Spoil bicyclists with advantages

LONDON, UK
- Provide dedicated bicycle lanes
- Establish bicycle friendly environments
- Provide bicycle parking
- Promote advantages for cyclists

COPENHAGEN, DENMARK
- Develop a connected bicycle network
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**Reclaim the Streets**

**Provide a simple public transport system**

**A refined public transport system**

The extension of the Glenelg tram line has pointed towards light rail as a preferred public transport option for Adelaide in the future. Light rail presents a number of benefits in terms of: the number of passengers they can carry; the visual effect of the rails, which inform passengers of routes and physically binds the city together; their low noise levels and lack of fumes; and the effectiveness of the system compared to the buses, which are continuously negotiating space.

The map indicates a future light rail system for Adelaide, where the city centre has strong public transport corridors to the surrounding suburbs. Along these corridors future growth can happen, which can support the light rail investment and build a critical mass of passengers.

Buses will continue to play an important role in Adelaide. The geographical extent of the city indicates that light rail will not be able to serve all neighbourhoods and that public transport to these neighbourhoods will need to consist of buses to provide people with alternatives to the car.

What will change though is the need for every bus to enter the city centre. In the future some buses can enter the city, but primarily buses will drop passengers off at nodes outside the core of the city.

**More service and comfort**

An integrated ticketing system including rail, bus and tram journeys should be established to provide more flexibility and comfort. Also opportunities to bring bicycles on public transport should be examined and developed to enhance an inclusive and flexible transit system.

To sustain a lively city also in the evening an increased evening and weekend service is essential to provide alternative transport options for people choosing to stay longer.

When using public transport it is important to arrive in an inviting and welcoming place. People should be able to safely and comfortably walk to their planned destination from tram, bus or rail. Thus public transport nodes and interchanges should be well integrated into the public space network and upgraded to promote access, comfort and visual quality. A strong ‘sense of place’ should be developed to indicate that you have arrived in an important place in the city.

**Quick Wins - while we are waiting**

- Ensure better information
  - Increase the information level on public transport
  - Introduce integrated ticketing
- Dedicated public transport corridors
  - Prioritise Grenfell Street for public transport only, no private vehicles
  - Grote Street could work as a tram corridor in the future (long term)
- Buses as trams
  - Reorganise and simplify the bus network so it is easy to gradually replace by tram.
- Bring public transport interchange into focus
  - Create attractive public transport stops by upgrading the experience for people waiting for public transport in terms of shelter, tempting seating, moveable greenery, flowers etc.
Recommendations • Gehl Architects • Public Spaces and Public Life Adelaide 2011

Reclaim the Streets

Develop a dedicated public transport system

- Develop a simple and well connected public transport system to provide an alternative to private cars.
- First phase could be a simplified bus network which is gradually replaced by tram lines.
- Extend the existing tram system by adding more lines if possible to include the suburbs around the city centre in a tram network in order to reduce traffic in the city centre.

Ensure a user friendly system

- Develop public transport nodes and stops as meeting places.
- Provide continuous information regarding departures and lines to increase service to the passengers.
- Ensure protection against the climate - sun, rain and wind.

Promote an attractive environment

- Create attractive public transport corridors.
- Create dedicated areas for boarding and getting off.
- Promote identity and local character at public transport hubs and interchanges to enhance legibility.

Provide information

- Promote excellent public transport signage and information.
- Integrate public transport information with local information and wayfinding.

Ensure convenient access

- Public transport must be easily accessible for all user groups. Boarding should primarily be possible from street level.
- Public transport should be well linked to the public space network besides pedestrian and bicycle links.

Ensure an integrated ticketing system

- Ensure integrated ticketing for all type of public transport.
- Introduce a “smart” ticketing system to reduce passenger loading times.

Ensure maintenance and cleanliness

- Maintain the public transport hubs and interchanges as an expression of ownership that begets higher values.
- Strengthen sustainable public transport modes to reduce noise and fumes. Focus on green energy.

Ensure evening and weekend services

- Ensure a frequent running 24 hr public transport system with a high evening and weekend coverage to support public life activities outside peak hours.

Create integration between various transport modes

- Create strong linkage and interchange between the various public transport modes.
- Ensure easy and convenient change of transit mode between public transport, walking and bicycling.

Ensure attractive interchanges

- Provide quality seating options
- Ensure good views and protection from traffic
- Locate seats in places that are perceived as safe, including at night

Ensure resting facilities along public transport corridors

- Promote transparent stands with visual contact to surroundings.
- Ensure good orientation and well lit waiting facilities at night.
Reclaim the Streets

Develop a variety of streets

King William as the main street
King William Street is the Swanston Street of Adelaide and should be celebrated as a distinct main street connecting the River Torrens, the civic spine (North Terrace), Rundle Mall, Town Hall, the main square, Victoria Square, and all the way to the Park Lands. King William Street ties together the most distinct parts of Adelaide and has the layout and size to become one of the world’s grand streets.

Distinct boulevards
Adelaide has a unique plan and a unique street layout. More could be done to enhance these qualities and to further strengthen and unleash its potential. Distinct boulevards lined by tree planting, green medians, wide footpaths, bicycle lanes, generous crossing facilities and a more closely tailored layout to fit the actual traffic levels could help better define the boundaries of the city centre as well as the central spines within.

City streets
Adelaide enjoys a number of somewhat insignificant city streets with few individual characteristics. More needs to be done to differentiate between them, by raising the architectural profile, by street art, by street tree planting, by street furniture, by paving or by distinct street layouts. Another issue is to increase the density along many of the city streets, especially towards the south, where density is very low and the activity level equally low.

Local streets
Local streets should distinguish themselves from common city streets by having a local feel, a strong retail environment, visitors from all parts of the city and a slow moving traffic adjusted to pedestrians criss-crossing and parked cars moving in and out.

Pedestrian priority streets
This street type is currently missing in Adelaide. Pedestrian priority streets have minor traffic volumes and instead have a strong emphasis on pedestrians and bicycling. The pedestrian priority streets are typically located in shopping districts, where less emphasis on traffic offers more opportunities for outdoor dining and recreational activities as well as street markets etc.

Pedestrian streets
Adelaide already enjoys Rundle Mall as a pedestrian street so more of the side streets and laneways in the central core, including Gawler Place, could be pedestrianised.

Residential zones
A significant number of the streets in the southern part of the city centre are residential streets, which at present have somewhat the same layout as any other street in the city, primarily using the full street width for parking and vehicular access. Tailoring these functions more closely to the actual spatial requirements, would free up half of the widths in the 20 m streets and 2/3 of the width in the 30 m streets, without removing any parking or minimising vehicular access. This excess space could easily accommodate bicycling and wider footpaths with resident facilities.
Reclaim the Streets

A future King William Street

Before

11 metres more space for extended footpaths and bicycle lanes on King William Street.

King William Street as the main street with a focus on a high quality link and designed so that it serves as a meeting place featuring good lighting, high quality materials and street furniture. Low level of noise and a busy atmosphere of many people visiting, working and living here are distinct trademarks. Cycling is a natural part of this street.

Vision for King William Street

- An attractive pedestrian environment with wide footpaths
- Dedicated lanes for bicycles
- Active and transparent ground floors - retail, cafés, bars, restaurants with opportunities for interior functions to spill into the public space
- Adjusted road space for vehicular traffic (one lane in each direction)
- Simple and clearly marked crossings at desire lines
- Green median

Existing situation, King William Street 1:250

Proposed situation, King William Street 1:250
Reclaim the Streets

Introduce Road Dieting concepts

*Study performed by ACC*

ACC has carried out a high-level preliminary study of road dieting concepts. The study focuses on one section of the east-west streets and while not providing a full overview of the potential for gaining space, the study still indicates that there are opportunities for street improvements to be explored without making significant changes to the traffic levels.

**A brief summary:**
- ACC has measured the existing road corridor width for all east-west streets between North and South terraces and between Pulteney and Frome streets.
- The road corridor has been broken down into footpath width, bicycle lane width, traffic lane width, median and parking.
- The high level assumptions employed in the consideration of road dieting, include:
  - The reduction of all traffic lanes to 3.0m (maximum). Studies indicate that traffic lanes could be further reduced to as low as 2.7m, however for the purpose of this high level study 3.0m has been assumed. Studies have also indicated that buses are capable of safely negotiating 3.0m lanes.
  - The maximum number of lanes on any city streets is 4 lanes. So for example, along North Terrace between Pulteney & Frome streets the number of lanes was reduced from 6 to 4 lanes.
  - Only parallel parking is permitted in the city. Angle parking contributes to significant increases in bitumen and pedestrian crossing distances - for example, Angas and Halifax streets.
  - Using the above listed assumptions and principles, on some streets it was found that a significant portion of road space could be allocated to either wider footpaths, employment of bicycle lanes, landscaped medians and/or even a tram line.

A complementary study could look into whether there is a correlation between the number of lanes and the level of traffic or whether there are in fact lanes which can be taken out without causing much friction to traffic. The analysis pointed out that in several streets there appeared to be excessive road widths for limited traffic, eg. West Terrace.

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**Potential available space achieved after Road Dieting**

(Sections were made between Pulteney St and Frome St. Except from South Tce, where the section was done between King William St and Pulteney St)

- **+8.2 m** North Tce
- **+2.4 m** Rundle St
- **+0.6 m** Grenfell St
- **+0.0 m** Pirie St
- **+6.4 m** Flinders St
- **+8.8 m** Wakefield St
- **+9.3 m** Angas St
- **+2.6 m** Carrington St
- **+8.1 m** Halifax St
- **+2.1 m** Gilles St
- **+0.7 m** South Tce

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**Potential “Shopping list”**

- **9.0 m tram**
- **1.0 m street trees**
- **0.5 - 3.0 m green median**
- **1.5 m bicycle lanes**
- **X m wider footpaths**

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**Road dieting principles**

The following principles have been used by ACC in the Road Dieting Study:

- **Lane widths**
  - Max. 3.0 m
  - (applies for all streets)

- **No. of lanes**
  - Max. 4 lanes
  - (only applies for North Tce)

- **Parking**
  - Parallel parking only
  - (applies for Flinders, Wakefield, Angas and Halifax streets)
The Local Streets approach focuses on a streetscape that promotes pedestrian access and use through the simplification of the street layout. Local Streets have different variations depending on how the streets are used e.g. with or without a dedicated bicycle lane, front gardens, parking etc. The general principle is to create attractive places in the city.