

Fact Sheet:

Changes to operating hours for clearways and bicycle lane along North East Road



Why are these changes being made?

New hours of operation for clearways and bicycle lanes contribute to improved safety on our roads by reducing crashes and improving traffic flow by specifically delineating the lanes for different road users.

New hours of operation for clearways and bicycle lanes allow buses and freight vehicles smoother passage and improve visibility for all road users, including pedestrians.

Clearways and bicycle lanes also provide for smoother and safer traffic flow, which result in the following benefits:

- Improved bus and freight traffic flow, as the need to weave around parked vehicles is eliminated. The need for freight to travel in the median lane (due to parked vehicles) will also be reduced.
- A more even distribution of vehicles over the traffic lanes and less lane changing, which can lead to consistent speeds along a route. From the “National Greenhouse Strategy”, Part 5.6 Traffic Management, states, “...an aim of reducing emissions from motor vehicles by achieving travel at more consistent speeds, especially for high volume routes”.
- From the findings of the Federal Office of Road Safety, the accident reductions that can be expected are: 20% for rear end accidents,

50% for hit parked/parking vehicles, and 30% for vehicle hits pedestrian type accidents (by the absence of parked vehicles which hide pedestrians).

- Improved access to the arterial road system from local roads, as sight distances will be improved and the traffic platoons will be shorter, thereby allowing easier access.
- Improvements to the arterial road system encourage motorists to travel along those roads, instead of bypassing areas of congestion by utilising the local road network.
- Improved cycling environment, as cyclists need not weave around parked vehicles.
- Due to vehicle platoons being more compact, pedestrians wishing to cross the road have more time between the platoons in which to cross.

The new hours of operation for clearways and bicycle lanes ensure the most effective use of limited arterial road space.

A parking analysis has also highlighted the following facts regarding alternative parking options for North East Road during the new operating hours:

- Alternative, and arguably safer, parking opportunities are available to drivers who wish to park in the vicinity.
- Alternative parking options are available in private carparks and on side streets during the new clearway and bicycle lane operating times.

Contact us for further information

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Other benefits

An early initiative launched as part of Operation Moving Traffic, was a pilot to extend the operating hours of parking restrictions (clearways and bicycle lanes) on Greenhill Road between Anzac Highway and Glynburn Road. The purpose of this pilot was to offer a gradual and staged approach to tackling Adelaide's peak period congestion problem and improve road safety.

Evaluation of Bluetooth data over a 12 month period shows a 1 minute travel time improvement on Greenhill Road between Devereux Road and Anzac Highway heading west and 40 seconds improvement for east bound. Comparing the traffic volume in 2017 versus 2016, shows a further 4% increase in traffic volume during the extended clearway period.

The travel time improvements will benefit an average of 45 000 vehicles per day with the introduction of clearway times and extension of part time bicycle lanes operating times in both the morning and the afternoon. The clearway and part time bicycle lane operating times are: 7.00am – 10.00am and 3.00pm – 7.00pm.

Following the success achieved with the changes made to Greenhill Road, extension of Clearway operating times have now also been implemented in the following locations:

- Glen Osmond Road, between Greenhill Road and Portrush Road;
- Fullarton Road, between Britannia Roundabout and Carrick Hill Drive; and
- Main North Road, between Nottage Terrace and Fitzroy Terrace.

Background

Operation Moving Traffic (OMT) is an initiative to improve the efficiency, reliability and safety of the transport network, which includes both roads and public transport and extends across Greater Adelaide.

Congestion on our roads not only impacts how people move in cars; it also affects the reliability and experience of public transport services and the capacity of businesses to move goods and services in a way that affects our economic competitiveness.

OMT highlighted some of the challenges currently facing how we manage the operation of Adelaide's existing urban transport network and starts to identify some of the opportunities for its improvement now and into the future.

It included active consultation and engagement with a wide range of people and organisations with a stake in the transport network, including local governments, industry groups and community and public interest groups.

The *Operation Moving Traffic Report* outlines a number of short to medium term actions in key areas that will begin the process of change needed to keep people and goods moving on the land transport network in Adelaide.

Consultation on identified actions within the *OMT report* will continue as part of the government's *Keeping Metro Traffic Moving policy*, as will engagement on medium-term actions and on-going strategies aimed at smarter multi-modal management of the road space for improved performance into the future.

While congestion occurs throughout Adelaide's arterial network, improved performance on key strategic roads that serve the function of either a Freight Route, Public Transport Corridor or Major Traffic Route or any combination of this could in the short term have significant benefits and improved travel times.

A review of *OMT* is currently underway to align the initiative with the government's *Keeping Metro Traffic Moving* policies and priorities.

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