



"May sustainable transport systems be at the heart of Adelaide's success as a people-friendly and environmentally responsible city."

19<sup>th</sup> August 2024

Community Consultation  
Gouger Street Revitalisation

## Gouger Street Revitalisation Submission

Bike Adelaide is the leading voice engaging with local governments on cycling for transport issues across Greater Adelaide on an ongoing basis.

We take great interest in the potential revitalisation of Gouger Street as an organisation and as individuals who love to shop and eat in the precinct. Following is an overall summary of how we feel about the project.

The Concept Design tinkers with the feel, look and safety of Gouger Street but does not transform it into a true people precinct. Motor vehicle traffic, whether moving or parked, compromises what the street could be. By having on-street public parking, people are encouraged to drive there looking for "that perfect park". Once parked, vehicles are still congestion – particularly with the prevalence of large SUVs and trade utilities used as everyday transport.

The more people that are attracted to Gouger Street, the better for all the businesses. The best design for that is one lane in each direction – no public parking, no slip lanes. Flexi-use areas for daytime loading zones need to remain, with these becoming people areas at night. Reducing motor vehicle flow to mainly those accessing the Carpark allows a safer, quieter and less polluted environment for all to enjoy. The amount of people that flock to and enjoy the Rundle Street atmosphere at Fringe time is testament to Adelaide supporting a street without motor vehicles when it's a place they want to be.

We find that there is a failure to properly address cycling issues. Gouger Street is a major cycling destination despite the lack of quality bike infrastructure to there.

The Concept Design wants increased numbers coming by bicycles but does almost nothing to make this safer. The amount of on-street parking does not leave room for this to happen. Angle parking presents risks for vulnerable users. There are multiple squeeze points. There is inadequate bicycle parking. There is no room for separated and protected bike ways. Utility cyclists are likely to be travelling at 15 – 20 km/hr. While a 30km/hr speed limit is an improvement, it is still a cluttered road environment for cyclists to navigate safely. This is compounded at night with headlights, taillights, and dark and lit areas.

In short, the Concept Design, if implemented, lacks bravery and innovation to create a truly special and unique place within the City of Adelaide that puts people first. Rundle Mall will remain the only people first street in Adelaide. It will also remain the busiest and most loved.

Warm regards,

Brian Jenkins, Secretary  
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