Bike Adelaide
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Cycling for the Environment, for Health, for Pleasure

Via email to: csu@wtcc.sa.gov.au

15 April 2022

Dear Sir/Madam,

West Torrens Local Area Traffic Management for Precincts 17, 18, 19, 20 & D

Thank you for the opportunity to comment on the latest LATM proposals for West Torrens.

Bike Adelaide (formerly the Bicycle Institute of SA) has been advocating for utility cycling since 1974. We represent the interests of people who cycle to work, school, shops and for other daily activities rather than for recreation or sport. Our aim is to not only represent existing cyclists (and notably to protect the safety of the cyclists who use our roads and other public facilities), but to assist all levels of government in their aims of converting "proto-cyclists" – the significant proportion of the population who say that they would cycle if conditions were safe enough – into active cyclists.

LATM is an important way in which Councils affect cycling conditions through treatment aimed at addressing typically non-cycling issues. **We have therefore reviewed your LATM proposals in respect of their impact on cyclists, with a view of ensuring that your local cyclists are not disadvantaged by these proposals.**

More broadly Bike Adelaide would like to provide support to the proposal from local riders and Middle Ground Motherhood for a **separated cycling route along Barwell Avenue and Everard Avenue** to reclaim the ability for these streets to transport people by bicycle and reduce car use. Bike Adelaide encourages Council to aim higher in regards to the quality of cycling infrastructure provided **to allow families and children the opportunity to cycle**, and to do so with a strong commitment to thorough public engagement.

Furthermore, Bike Adelaide highlights the necessity for a **HIGH PRIORITY FOCUS ON SHIFTING TO 40km/hr STREETS** as an affordable and effective mechanism to increase safety for all road users and to make your streets once again places that families can participate in. **A commitment to both safety and providing transport choice should sit as your highest priority.** Streets are the backbone of your community and the place that people call home.

Bike Adelaide strongly supports actions to slow and minimise traffic and Council's intent to provide cyclist with priority way along the West Side Bikeway road crossings.

We trust that the feedback provided on the following pages will be useful input to the LATM development process.

Regards,

Patterson

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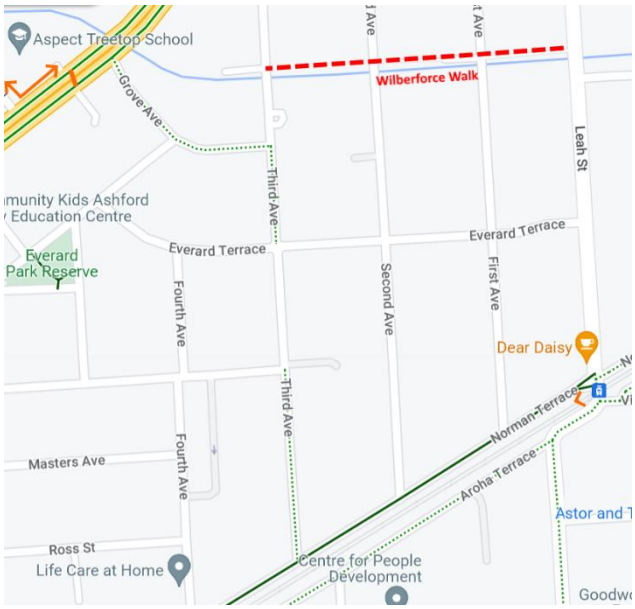
Farnham Rd

The Discussion Paper notes that although Farnham Road is the only north-south road that connects Richmond Road and ANZAC Highway, it is not considered to have any function beyond providing local access. Consideration should be given to acknowledging a cycling role for this road, related to routes in neighbouring Unley.

As shown in the map at right, Grove Ave/Third Ave (green dotted line) connect Anzac Highway south-east to the Mike Turtur Bikeway (solid green). Third Ave also connects Grove Ave to the recently constructed Wilberforce Walk shared use path (red dashes). A pedestrian refuge (orange line) is located in Anzac Highway slightly south-west of the Grove Ave connection, providing access to Aspect Treetop School – close to the southern end of Farnham Rd. Farnham Rd itself then provides a useful north-south route for local cyclists, as a "low stress" alternative to South Road on-road bicycle lanes. (This onward route is indicated by orange arrows.)



Further, Farnham Rd terminates at Richmond Rd close to the Keswick Creek alignment. There is potential for the SA Water upgrade of Keswick Creek to use space in the creek corridor to host an off-road Greenway route to the Airport.

Recognition of a cycling role for Farnham Rd would justify a small amount of paving of the South Road footpath fronting Aspect Treetop School, to improve cyclist connectivity. It may have other implications on how Farnham Rd is managed from a traffic perspective and this LATM.

Mooringe Ave

No design is shown for the proposed concepts. Mooringe Ave is a strategic east-west cycling route from Morphett Rd to Anzac Hwy. Currently, Mooringe Ave hosts peak hour bicycle lanes, with some ability to use these lanes during off-peak hours when they are not occupied by parking. The proposal does not mention bicycle lanes but states that wider footpaths will offer safer cycling options. Bike Adelaide wishes to record our strong opposition to a proposal to replace peak hour bike lanes with footpath (i.e. not to shared use path standard) cycling.

Firstly, how wide will these footpaths be, given existing stobie poles and tree plantings? Inadequate width footpaths (below 3m) will concentrate cyclists with pedestrians, creating resentment and hazards. It will expose vulnerable pedestrians – children, the elderly and people with disabilities – to a class of vehicle that is moving faster, with greater momentum, and in ways that pedestrians cannot predict. Combining a commuter cyclist route with a pedestrian environment also constrains the ability of cyclists to reach commuting speeds, which in turn reduces the attractiveness of cycling as a transport mode. For cyclists using the footpath, side streets are contested crossing locations at

which priority is given to cars. Here, cars yielding to the main street block cyclists using that main street who need to cross the side street to continue on their way – unless priority crossing infrastructure for cyclists is provided. There is no mention of such infrastructure in the description of proposed treatments for Mooringe Ave.

Secondly, while footpaths are perceived by non-cyclists as providing a safer cycling environment than on-street cycling, crash studies demonstrate that the opposite is true, thanks to every driveway being a conflict location. A study of crash records in the Adelaide metropolitan area has identified driveways as being the second highest crash location type for on-road cyclists, after side street junctions on arterial roads. Crash types include vehicles reversing from driveways, and drivers entering driveways cutting off cyclists. But while obviously hazardous to on-street cyclists, driveways are more hazardous to cyclists using footpaths due to the lack sight distance from the property line to the cyclist, and also lack of space in which a driver or cyclist can avoid a collision. While fewer of these types of crashes are seen in the crash record due to the (much) lower numbers and more cautious dispositions of footpath cyclists, crashes recorded around schools typically include crashes with school children due to their use of footpaths.

Given these issues, cyclists will be forced between two poor options, with one option being to 'share' carriageway lanes that are narrower than currently the case with a high proportion of heavy vehicles. Despite the obvious safety risks of this, it is highly likely to be chosen by some cyclists as being preferable to footpath cycling, and highly unlikely to encourage transport cycling.

Precinct 17, #53: Beare Ave/Spring St

Large protuberances create a squeeze point for cyclists continuing in Beare Ave. It would be better to provide a short section of bicycle lane, painted green for added effect, around this curve.

Cyclists in Spring St can mount the kerb via a driveway and use the footpath to bypass the junction squeeze point. Please provide an appropriate exit ramp to Beare Ave.

Precinct 17, #55: Fletcher St/Harvey Ave

Cyclist turning left into Harvey St are likely to 'left slip' from Fletcher St via the line-marked protuberance, in preference to having to occupy the lane in Fletcher St, with a risk of being squeezed by cars and cut-off by left-turning vehicles. The pavement bars in this area are an obstacle/hazard to this movement. The treatment could be improved by omitting the pavement bars closest to the kerb, as circled in red. This creates a de facto left turn bike lane, which could also be formally marked. As the bike lane area is too narrow for a car to use, it would have no impact on the efficacy of the treatment for managing car speeds.

Precinct 17, #56: Hawson Ave/Bransby Ave roundabout

While producing general traffic safety improvements, roundabouts have a disproportionate negative impact on cyclists, for whom roundabouts are less safe than other treatment types. While all roundabouts are contra-indicated where large cyclist volumes occur perpendicularly to large vehicle volumes (e.g. east-west bike route vs north-south car route), this is not the case at Hawson Ave/Bransby Ave and a roundabout is not unsupportable. Nonetheless, there is some evidence that radially-designed roundabouts are safer than traditional tangentially-designed roundabouts. The roundabout shown for Hawson Ave/Bransby Ave does not appear to be radially designed; we would recommend that a radial design base be adopted for this roundabout.

Precinct 18: Birdwood Tce plateau humps

It is queried whether line-marked parking will be able to be provided in addition to a two-way, two lane carriageway. Plateau design is also queried in terms of the length and gradient of the taper from the top surface to the kerb. This area will almost certainly be positioned in the cyclist travel line, creating a choice between cycling over a cross-falling surface or locating into the carriageway to traverse the plateau where it has minimal cross-fall.

We recommend that the possibility of the latter be communicated to drivers through the use of sharrows.

Due to the often difficult crossings of streets that characterises the Westside Bikeway, some cyclists chose to use on-road routes rather than the shared use path. Birdwood Tce is one of these parallel on-road routes. We therefore query whether plateaux with cyclist bypasses could be provided instead, similarly to Weller St in Unley.

Precinct 18, #51: Birdwood Tce/McEwin Ave driveway link

The driveway link design does not appear to include kerb ramps for footpath access for people to cross McEwin Ave and continue along Birdwood Tce. Accessible kerb ramp/s should be provided.

Precinct 19, #25 #26 & #27: Clifford Ave plateau humps

Clifford Ave has some potential value to the cyclist network in linking Barwell Ave (a cyclist-friendly street) to Daly St/Gray St (also cyclist-friendly streets).

Similarly to Birdwood Tce plateau humps, we suggest either sharrow marking or cyclist bypasses be considered.

Precinct 19, #28: Moss Ave no exit

Due to the often difficult crossings of streets that characterises the Westside Bikeway, some cyclists chose to use on-road routes rather than the shared use path. Such cyclists could be caught unawares by the ‘no exit’ treatment. A kerb ramp should be provided at the eastern radius of the kerb protuberance, with a short path connection to the Westside Bikeway, so that such cyclists can exit safely to the Bikeway.

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Precinct 19, #29: Tennyson St path crossing

As previously mentioned, the Westside Bikeway's crossings of streets are often difficult for cyclists to negotiate. The widening and priority shown for this path crossing is strongly supported. We also strongly support the pedestrian crossing improvements.

Precinct 19, #30 #31 & #32: Daly St plateaux

Daly St is a cyclist-friendly street. We query whether plateaux with cyclist bypasses could be provided instead, similarly to Weller St in Unley.

Precinct 19, #35: Gray St/Mortimer St intersection treatment

Gray St is a cyclist-friendly street. This raised treatment does not occupy the entire intersection and we have some concerns about the safety and ease of use for cyclists, particularly in regard to turning left across the corner of the treatment where two tapers meet.

Precinct 19, #36 #37 #38 & #39: Gray St bus plateaux

As noted, Gray St is a cyclist-friendly street. Previous comments about plateaux apply.

Precinct 19, #43: Urrbrae Tce/Anstey Cr mini roundabout

This does not appear to be a mini roundabout so much as a small roundabout. As per Hawson Ave/Bransby Ave roundabout, comments about radial design apply.

Precinct 19, #46: McArthur Ave pavement bars and line marking

As noted, pavement bars can be a hazard for cyclists. Pavement bars in the centre of the road tend to force cars to occupy the lane when they come across a cyclist, rather than cross or straddle the centreline. While drivers should sit behind a cyclist until it is safe to pass, the reality is more frequently otherwise.

We therefore have concerns that the pavement bars circled in red would prevent a cyclist from moving out of the carriageway if they feel harassed by a following car, or that a car is passing too closely. An offset from the edgeline of at least twice that shown would be beneficial to cyclists.

Precinct 20, #1 #2 & #3: Chatham Rd/Everard Ave treatments

The section of coloured bike lane is much appreciated.

Precinct 20, #4: Farnham Rd/Everard Ave roundabout

This does not appear to be a radial roundabout. As per Hawson Ave/Bransby Ave roundabout, comments about radial design apply.

Precinct D, #11: Barwell Ave bike and protuberance treatments

This appears to show a forward storage area, which is appreciated. However, while it may not be desirable to encourage bicycles to turn right into South Road, the yield line (stop bar) for the right turn lane should be set at the same level as that for the through lane. Studies have shown that a yield line further forward in one lane will encourage drivers to intrude into a bike box in the adjoining lane.

Precinct D, #12: Barwell Ave/Harvey St bus platform

We have some concerns about this design, as per the Gray St/Mortimer St intersection treatment.

Precinct D, #13: Barwell Ave/Bice St bus platform

As above. In this case, we note that reducing the size of the bus platform slightly would enable cyclists to bypass the platform's taper areas when turning left, by using the painted protuberance area.

Precinct D, #14 & #17: Barwell Ave pavement bar protuberances

The locations of pavement bars are not shown. Comments as per the McArthur Ave pavement bars and line marking apply.

Precinct D, #16: Barwell Ave/Anstey Cr roundabout

This does not appear to be a radial roundabout. As per Hawson Ave/Bransby Ave roundabout, comments about radial design apply.

Precinct D, #18: Barwell Ave path crossing and protuberances

As previously mentioned, the Westside Bikeway's crossings of streets are often difficult for cyclists to negotiate. The widening and priority shown for this path crossing is strongly supported. We also strongly support the pedestrian crossing improvements.

Precinct D, #19: Moss Avenue driveway link or closure

A closure would have a better impact on improving cycling conditions, however a driveway link would also be an improvement.

Precinct D, #20 #21 #22 & #23: Ritchie Tce plateaux

Comments as per other plateaux.

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Precinct D, #24: Moss Ave Road realignment and wombat crossing

The realignment would greatly improve this intersection. We suggest retention of the existing footpath and reconstruction of the pedestrian kerb ramp for cyclist access, to enable cyclists to easily exit Moss Ave and access the new wombat crossing. Regarding this crossing, the widening and priority shown for this path crossing is strongly supported. We also strongly support the pedestrian crossing improvements.