

Precincts 17-20 LATM feedback

Thank you for the opportunity to provide feedback on the above LATM.

Our feedback is based on our collective experiences as:

- A daily bicycle commuter from within the West Torrens Council area to the Adelaide CBD for nearly thirty years.
- Pedestrians visiting local shops and walking dogs within precincts 18 and 19.
- A bicycle commuter visiting precincts 17, 20 and D.

Precinct 20 Treatment 9 - Everard Avenue

Everard Avenue forms part of the Cycle Instead network and provides critical access to the southern side of Adelaide CBD. Via ANZAC Highway or Hampton Rd this corridor provides access to both the West and South Tce shared use paths. Its status as a Major Collector creates a hostile environment for cyclists with the current bicycle lanes being narrow and within the dooring zone of parked vehicles. In past years DIT have deleted right turns onto ANZAC Hwy from both Richmond Rd and Everard Ave, this has caused additional pressure on roads in the vicinity of Everard Ave. I also suspect that the T2D project will funnel greater number of vehicles onto Everard.

At the eastern end of Everard there appears to be opportunities for side street parking between Day and ANZAC, I note that the southern end of Ashford Rd has no parking zones on both sides of the road, taking away significant potential parking. There also appears to be several redundant driveways taking up parking spaces, reviewing these could free up parking spaces and lead to opportunities to reduce parking availability along Everard. Imposition of a reduced speed limit is also a consideration.

Precinct 20 Treatment 4 - Farnham Rd/Everard Ave Roundabout

Given the proximity of Kesmond Reserve consideration should be given to incorporating Wombat crossings at the roundabout. In this illustration note the extensive narrowing and use of sharrows. This infrastructure will help manage speeds.



Precincts 18, 19 and D Treatments 11 – 18 - Barwell Avenue

As a continuation of Everard Barwell also forms part of the Cycle Instead network, again Barwell presents a hostile cycling environment, of note is a high number of vehicles turning into and from Beauchamp (no doubt feeding into Tennyson and onto Gray) any treatment here needs to slow down this vehicular approach. The proposed pinch points will force cyclists into the main vehicle stream and result in motorist/cyclists conflict, to reduce the incidence of this conflict and to encourage commercial traffic to Richmond Rd a lower speed limit should be imposed together with the proposed treatments and sharrows. The kindergarten crossing should be a raised Wombat

crossing to also improve safety, the concept plan appears to indicate a road level crossing. The suggested concept of widened footpaths as a temporary solution is problematic due to the numerous driveways to be crossed, this is not a viable solution.

Heading west the approach onto Westside is awkward, a wide shared use path allowing a 'slip lane' onto Westside would assist smooth transition onto Westside.



Precincts 18, 19 and D Treatment 9 - Moss Avenue Driveway Link or Closure

Given the proximity of this link to Richmond Rd, closure would be the preferred option due to the need to be observant of vehicles turning from Richmond Rd. If the link was to remain it should be raised to Westside path level. many cyclists opt to use Ritchie Tce to avoid this section.

Precincts 18, 19 and D Treatment 24 - Moss Ave Road Realignment

Recent vegetation plantings have made cyclist clear view of this intersection awkward, again many cyclists opt to use Ritchie Tce joining Westside further south. The proposed treatment improves this situation significantly. It also improves pedestrian safety.

The Wombat crossing is a master stroke, this concept, and the continuation of the concept along Westside, changes the transport paradigm to encourage active transport. This is much needed in the City of West Torrens

Precincts 18, 19 and D Treatment 28 - Moss Ave No Exit

From the perspective of a cyclist heading south on Westside this proposal will make this crossing safer and support the proposed Wombat crossing. Restoring the parking adjacent to the dog park will make this area safer for dog owners. This closure may also help in achieving the goal of directing commercial traffic back to Richmond Rd and taking pressure off Barwell Ave. Further calming could be achieved by closing Moss entirely with a turning circle provided at the closed end.



Precincts 18, 19 and D Treatment 29 - Tennyson St/Westside Path Crossing

Wombat crossing fully supported.

Precincts 18, 19 and D Treatments 30 – 33 - Daly St Speed Controls

Fully supported. The traffic speed and volume are currently unacceptable for a residential street which is currently seeing a significant increase in the number of households.

Precincts 18, 19 and D Treatments 34 – 39 - Gray St Speed Controls

Fully supported. The traffic speed and volume are currently unacceptable for a residential street which is currently seeing a significant increase in the number of households. As part of the Cycle Instead network Gray St is now presenting a hostile environment for cyclists as it has become virtually a one lane road.

Precincts 18, 19 and D Treatment 40 - Long St School Emu Crossing

Well overdue, while the discussion paper implies that local traffic is the main contributor to volumes along this street, from my observations I suspect that Long St is used to facilitate a left turn from Marion onto ANZAC with some of this traffic originating from Mooringe Ave. At school times vehicle speed is of concern and both the school and community centre have significant after hours use. I believe a Wombat crossing would serve to calm traffic on an ongoing basis.

Precincts 18, 19 and D Treatment 41 - Tilden St/McArthur Ave Pavement Bars/ Pedestrian Refuge Island

Fully supported, the concept of a pedestrian refuge supports recently installed pedestrian ramps. Either option includes no parking markings to discourage parking across the pedestrian ramps as this appears to be a current issue.

Precincts 18, 19 and D Treatment 43 - Urrbrae Tce/Anstey Cr Mini Roundabout

The discussion paper mentioned the lack of connectivity from Westside to local attractions when discussing 44 - Urrbrae Tce Capital Works (McArthur to James). In anticipation of these capital works consideration should be given to incorporating wombat crossings at this roundabout. In this illustration note the extensive narrowing and use of sharrows. Both this and the proposed capital works would go some way to providing a link from Westside to the Kurralta Park Shopping Centre.



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Precincts 18, 19 and D Treatment 44 - Urrbrae Tce Capital Works (McArthur to James)

Fully supported, if could be demonstrated as providing link from Westside to the Kurralta Park Shopping Centre may be subject to a State Bicycle Fund application.

Precincts 18, 19 and D Treatment 45 - McArthur Ave Crossing and Line Marking

Supported, given proximity of the school decreasing road space further would be justified. This junction is popular for vehicular traffic using Birdwood Tce to access Marion Rd, the ongoing need to replace pavement bars indicates significant use by heavy vehicles.

Precincts 18, 19 and D Treatment 47 - McArthur Ave Crossing and Line Marking

Fully supported. Due to the proximity of the crossing to Glenburnie suggest pavement bars to reduce the wide sweeping nature of the junction and ensure pedestrian safety.

Precincts 18, 19 and D Treatments 48 – 51 - Birdwood Tce Speed Controls

Fully support. Birdwood is subject to significant peak and heavy vehicle traffic, heavy vehicles from both the FedEx depot and SA Power Networks appear to be significant contributors. I note that vehicle data for Birdwood Tce is four years old and would suggest that the actual numbers has increased since the data was gathered. I believe long waiting times at the Galway/Marion traffic signals may well be a contributing factor. Section 50 is of particular concern given the popularity of the Weigall Oval redevelopment, I would further suggest some perturbances to ensure vehicles are slowed to 30 kph given the ongoing presence of children.

In recommendations regarding cycling infrastructure along Grove Ave, Mooringie, Beare Ave and Neston Ave the possibility of widened footpaths is given consideration, while this option does separate cyclists from vehicular traffic there is an ongoing danger regarding driveway crossings. As further housing infill occurs streets like Beare and Neston reflect this with an increasing number of driveways crossing the footpath, in parts of Plympton that have redeveloped up to 40% of the footpath is driveway crossings resulting in a totally impractical option compared to cycling on the road. In this instance sharrows and speed reduction infrastructure would offer a better cycling environment. In the case of Grove the volume of commercial traffic crossing into local businesses would be of great concern to users of a shared use footpath.

In the discussion paper Durant Street (James Street to Gray Street) is quoted at 441 vpd, observations lead me to believe the volume may be greater than this, especially as this data is four years old. At peak times Durant would appear to be popular for commuters travelling between Gray and Birdwood. I doubt that most of the traffic movement relates to local generators such as Weigall Oval. However, the proposed treatments for Gray and Birdwood may help oblivate the problem.

We commend the Council for undertaking this much overdue review especially given as it aligns with the following Councils Strategic Objectives, from the Councils 2030 Community Plan.

- Neighbourhoods designed to promote safe, active travel and strengthen connections, amenity and accessibility.
- Active and healthy lifestyles for all ages and abilities.
- Reduce the City's impact on the environment.
- Prepare for and respond to the challenges of a changing climate.
- Open spaces that foster the natural environment, support biodiversity and encourage people to spend time outdoors.

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