

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

For attention:

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City of Mitcham Kalyra Rd Traffic Calming Project

Bike Adelaide is the leading voice engaging with local governments on cycling for transport issues across Greater Adelaide on an ongoing basis. On behalf of our members we wish to make some feedback on the current project design and raise concerns brought to Bike Adelaide by cyclists in the Mitcham Council area.

Bike Adelaide supports the intent of the project and efforts to calm traffic on Kalyra Rd. We commend the City of Mitcham for undertaking a project like this which will improve traffic safety outcomes, especially for cyclists using this road.

We note that Kalyra Rd is nominally a 50kph road but is not signposted as such. While it may not be a requirement to signpost the speed limit for 50kph roads under current DIT guidelines, extant and continuing issues with motorists speeding indicates that signposting the speed limit may be very useful. It is likely there is willful non-compliance and unknowing non-compliance with the current speed limit.

Signposting should assist in reducing some instances of non-compliance where the speed limit is currently unclear, especially for motorists turning into Kalyra Rd from Old Belair Rd where the speed limit is 60kph. As Kalyra Rd only becomes residential part way up the road from this intersection, many motorists may not automatically assume a residential speed limit applies to that road. In the absence of speed limit signs or any visible development, it is not at all apparent that a change of speed limit is applicable. In the image below, it is not evident to a motorist entering from Old Belair Rd that Kalyra Rd is a residential street and that a residential road speed limit should apply.



Kalyra Rd from the intersection of Old Belair Rd

It was raised with Bike Adelaide by some local Mitcham cyclists that there is only one speed sign on Kalyra Rd which is an advisory speed sign for a bend, marking 50kph. It is unusual for an advisory sign to be the same speed as the nominal speed limit. We suggest this advisory speed may contribute to a perception that the actual speed limit is higher than 50kph. Consequently Bike Adelaide feels this sign is misleading to motorists and contributes to them exceeding the speed limit along the rest of the road.

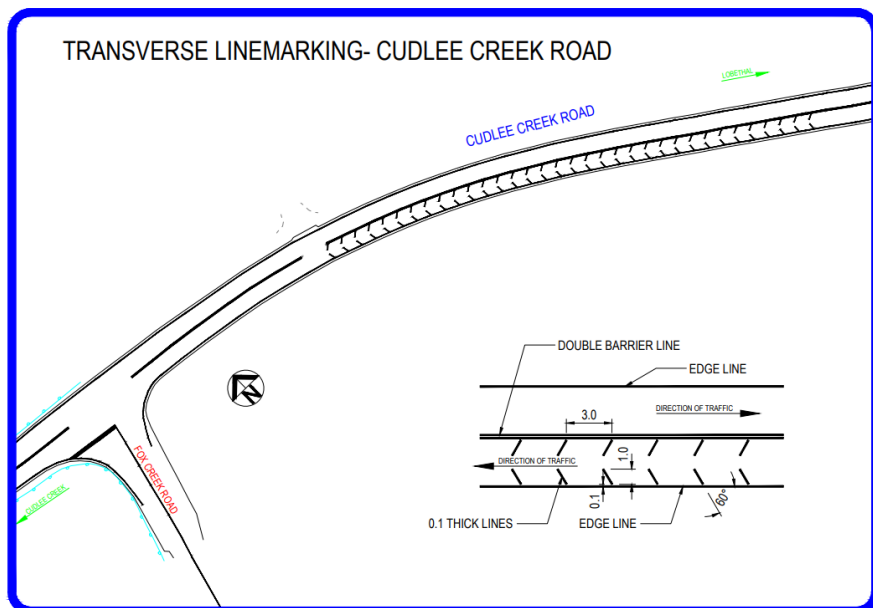


Advisory speed sign, intersection of Kalyra Rd and Scenic Ct

Local cyclists have raised safety concerns about the traffic cushions preferred in the Council design. This is due to two main stated reasons:

- 1) the changes in road position taken by motorists: motorists will likely shift to the curb side of the road, closer to where a cyclist may be. While speeds are reduced, some cyclists are wary of motorists encroaching upon them and colliding with them.
- 2) the position of the cushions may destabilise a cyclist as they descend.

With these concerns in mind, soft infrastructural techniques could also be explored where various types of road markings have demonstrated efficacy to differing degrees. DIT has previously trialed a transverse line-marking design on Cudlee Creek Rd to reduce motorist speeds and avert collisions at the intersection of Fox Creek Rd (https://dit.sa.gov.au/infrastructure/completed_projects/transverse_line_marking_-_cudlee_creek). Transverse line-marking could be complementary to the cushions where they visually narrow the road and encourage slower speeds rather than physically narrowing the road.



Reference drawing of design and placement on transverse linemarking, Cudlee Creek Rd

After considering these concerns, Bike Adelaide does not consider the traffic cushions to be a safety concern for cyclists themselves but there is a residual risk of some motorists driving far to the left of the road so as to align with the cushions. Bike Adelaide supports efforts by councils to implement traffic calming measures which make roads safer for all types of road users, not just motorists.

I trust you will accept our feedback in good faith. If you wish to discuss these comments further, please contact me at chair@bikeadelaide.org.au or 0402 416 210.

Regards,



David Elliott, Chair
