

---

Via email to: burnside@burnside.sa.gov.au

Dear Sir/Madam,

### **Draft Marryatville Precinct Master Plan**

This is a joint submission from Bike Adelaide (just under 2,000 members) and Norwood Payneham & St Peters Bicycle Users Group (NPSP BUG – with some 160 members).

Firstly, we congratulate the Cities of Burnside and Norwood Payneham & St Peters on the Marryatville Precinct Master Plan project. The design provides a welcome rebalancing for pedestrian safety and amenity, and increased greening, which we strongly support.

Having said that, we cannot support the lack of cycling infrastructure in the draft design. While the Burnside Bicycle Plan is in train, no Bicycle Plan can overcome with strategy the omissions or barriers formed by physical infrastructure. Nor is reasonable for the Master Plan to be built now with the idea of retrofitting for cyclists somehow, sometime.

In particular, if community consultation has been on a design that shows no cycling treatments, what is their status for such later inclusion? Without any provisions for cyclists being shown, the most affected stakeholders (cyclists) cannot judge their adequacy, while for others it potentially misleads about a desirable final design. Worse would be backlash against cyclists (and council) from design compromises to allow future cycling facilities.

We strongly advocate that communication on the results of the current consultation phase include something about the inclusion of currently undocumented cycling infrastructure, to manage community expectations.

Our detailed comments, including about desirable cycling infrastructure, are in the following pages. Note, I have specialised in cycling in Adelaide for over 20 years, have a PhD in road safety and am the current Chair of Cycling Walking Australia New Zealand (CWANZ)'s Design Innovations Working Group. That is, the engineering opinions expressed are well informed (within the data given). I trust that this is appreciated. I would be open to meeting and discussing other design proposals, amendments or technical matters if that would help you further develop your plans.

Bike Adelaide and NPSP BUG hope this feedback assists you in this important project. As key stakeholders after a year in which fatalities for vulnerable road users have double to trebled over the long term average, and that longer term average included lower safety gains than vehicular road users, we hope our expert opinion will be given appropriate weight.

Yours sincerely,



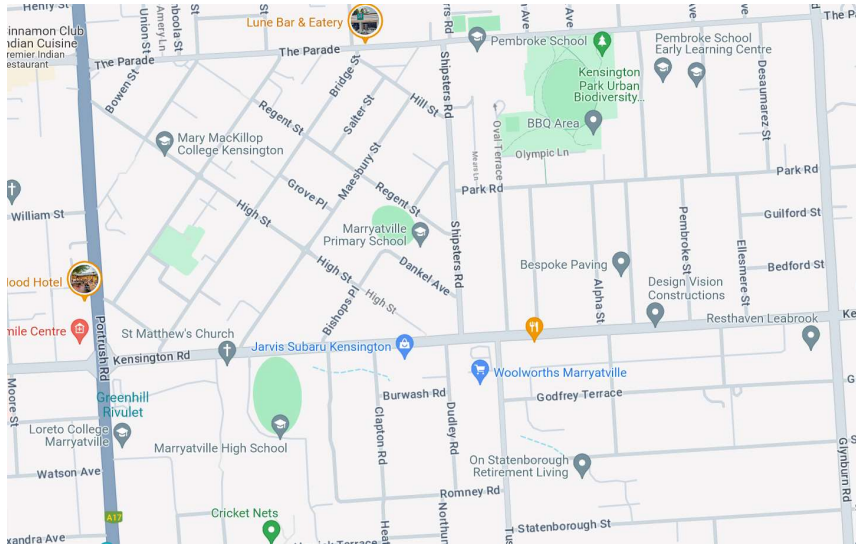
(Dr) Fay Patterson, MAITPM

Bike Adelaide  
0409 284 165

Our feedback follows the structure of the consultation materials.

### Context/ Site Analysis/ Issues and Opportunities

For cyclists, the context for the Marryatville Precinct is broader than that considered for the Master Plan project, due to the impact of the project on onward routes. The area of influence for cyclists of the Marryatville Precinct Master Plan is roughly as shown below.



Kensington Road is a busy arterial without a median or bike lanes, which makes it unpleasant in peak hours and very difficult to cross. It has narrow footpaths that are difficult to share comfortably with pedestrians.

As a key north-south link, Shipsters Road has traffic levels that are higher than comfortable for cyclists. The north-south roads between Park Road and Kensington Avenue have lower traffic volumes and speeds more suited to bike riding, while the car park and paths in Kensington Park can provide access from Park Road to The Parade. Hence Uxbridge Street and/or May Terrace could be developed as parallel routes to Shipsters Road that are better suited to bike riding. (This advice has been provided to the Burnside Bike Plan.)

Tusmore Avenue is also a high traffic route, though the nearby pedestrian crossing helps cyclists from Tusmore Avenue find a gap in Kensington Road traffic. Romney Road provides a quiet local street route parallel to Kensington Road west of Tusmore Ave, but is of limited use in the absence of signals allowing Kensington Road to be crossed.

High Street is a key route to the north-west as it allows cyclists to filter through Kensington to cross into William Street via a right turn lane in Portrush Road at Philips Street, or via a pedestrian refuge at Wellington Street/ Cypress Street/ Donegal Street. It also allows cyclists to enter Portrush Road just south of The Parade and turn left into The Parade (west) at the signals, rather than using The Parade and the particularly bad squeeze point at The Parade (east)/Portrush Road.

While the western extent of the Master Plan is Maesbury Street, as a cycling route this continues via The Crescent – albeit that the difficulty of crossing Kensington Road and use of

the pedestrian signals can encourage cyclists to use an internal roadway/car park of the school. (Crossing changes here have been identified as being out of scope for the project.)

### Key road configuration changes

We support these.

#### Maesbury Street to Hackett Terrace

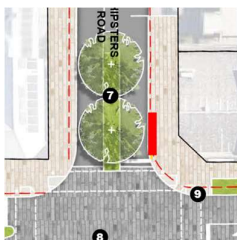
Widening paths into the school grounds would assist in reducing footpath conflict in school hours and we support this.

- Addition of a cyclist kerb ramp in Maesbury Street would help cyclists to easily mount the footpath and access the existing signals.

#### Marryatville Precinct 1 of 3

We strongly support the general concepts of a gateway, lower speed, better aligned crossings, improved side street treatment and a landscaped median. However/additionally:

1. As High Street is a key route for cyclists, a cyclist refuge should be incorporated into the landscaped median so that cyclists can turn off Kensington Road into High Street; and a cyclist route into High Street should replace the existing small section of path.
2. While we support changing two eastbound traffic lanes to one, the new landscaped median could be narrowed to enable a bike lane to be added on the northern side of Kensington Road. This would allow cyclists coming into the Precinct from the west to head east in safety, without having to ride amongst pedestrians on the footpath.
3. Bicycle parking should be provided at entries to the Precinct, so cyclists can leave bikes at convenient locations rather than cluttering up footpaths. This would reinforce the boundaries of the Precinct.
4. Instead of the footpath material changes proposed at side streets, we would advocate for continuous footpath treatments. Where used overseas, continuous footpaths are associated with a halving in pedestrian crashes. (They are also associated with a significant reduction in cyclist crashes where bike lanes have been added, despite increases in cyclist numbers.)
5. Consideration should be given to providing a cyclist bay in Shipsters Rd (red zone shown indicatively below), with a signal post and bike button that allows cyclists to 'call' a pedestrian phase. This enables a degree of phase separation of cyclist and vehicular traffic.



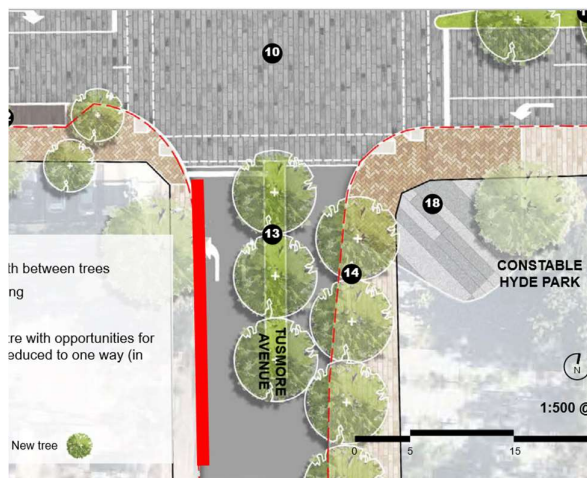
6. An innovative treatment would be to create a safe cyclist wait area in Dudley Road, similarly to the cyclist bay indicated for Shipsters Road, with signal post and bike button allowing cyclists to 'call' a pedestrian phase. This would allow cyclists to cross to the median and hence into High

Street under signal protection. While there is some risk of driver irritation from stopping for pedestrians who don't turn up, a crossing cyclist should be visible to drivers. The concept would be assisted by the pedestrian crosswalks having pedestrian countdown timers.

### Marryatville Precinct 2 of 3

The new signals with pedestrian crosswalks at Tusmore Avenue are a welcome improvement that we strongly support.

1. While we support wider footpaths, in this area they are stated as being up to 1.5m extra in an area where existing businesses would generally not use this. Here, dedicated road space would improve cyclist safety, particularly when traffic is stopped due to traffic signals but cyclists could be allowed to move during the pedestrian phase. Footpaths are not necessarily the only source of space that could be allocated to cyclists: the proposed lane widths are not stated. Narrow lanes would reinforce the different character of the Precinct and could release road width for cyclists.
2. Uxbridge Road should be provided with a "bicycles excepted" subplate to the one-way restriction. Cyclists are likely to use the road to reach the pedestrian crosswalk; it is advisable to design accordingly.
3. A bike parking node should be provided at Uxbridge Road.
4. We do not support integrating two car parking spaces on the south side of Kensington Road. The benefit of this small amount of parking provided just outside of an off-street car park is debatable, but it would definitely create a car door hazard for cyclists.
5. While the greening in Tusmore Avenue reserve is generally supported, a section of bike lane roughly as shown below is a high priority to provide a safe area for cyclists. A signal stud with bike button would enable cyclists to 'call' a pedestrian phase and travel under signal protection while cars are held, to access Uxbridge Street, Shipsters Road or a refuge turn into High Street.



6. Detailing of the car park roadway is confusing. This is a driveway and should be detailed as such, with a continuous footpath giving pedestrian priority.

7. We support extension of paving in Tusmore Avenue to provide a wider footpath, but its extension across the entire verge could be excessive. Whether this is proposed is not clear. In any case, a wide pavement would attract shared use and we suggest a ramp transition at the southern end of the footpath.

### Marryatville Precinct 3 of 3

We support the introduction of a landscaped median in this section.

1. A note says that there will be “minimal change to existing lane configuration” on the southern side of Kensington Road. Given a design speed reduction from 60km/h to 40km/h, the lane widths should be able to be narrowed slightly.
2. Again, there is an opportunity for a bike lane to be provided on the northern side of Kensington Road. Here, the new median is irregularly shaped and could be cut back to a straight edge on its northern side, releasing space – in addition to space as above. Again, the amount of footpath extension could also be rebalanced.
3. A bike parking node should be provided at May Terrace.
4. Given that two traffic lanes on the southern side of Kensington Road are to be retained, we query the kerb extension narrowing the roadway to a single lane before broadening out again to two lanes. We note that a similar approach is not taken on the western side and query the safety implications of creating a one-lane squeeze point here. Although Kensington Road is not a pleasant cycling environment, some cyclists use it or sections of it due to the lack of alternatives. This narrowing creates a squeeze point for cyclists. If nothing else, we would like to see a cyclist bypass provided over this.