



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

DATE 26/08/2024

Details of organisation sending too: Burnside Council

Organisation name: Burnside Council

Individuals name Kelly Burns

Individuals role: Team Leader Strategic Projects & Place

Individuals email/contact kburns@burnside.sa.gov.au

Feedback on the Draft Bicycle Network Plan, Burnside Council

Hi Kelly,

I represent Bike Adelaide and I am providing our feedback so far on this project.

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

Firstly congratulations, it is terrific to see a council approaching active transport in such a holistic way, defining a network across the whole council area.

In general, we are supportive of the proposed bike routes, A to F.

Let me make some suggestions about each in turn.

Cycleway A, links into Trinity Gardens at Ashbrook Ave once the new PAC at Magill Rd is installed. Further east it reaches Magill Village however we suggest there is a need for a crossing of Magill Rd at Gladstone Ave to provide a connection with routes going into Campbelltown and Tranmere west of St Bernards Rd.

There is a proposal to redesign the roundabouts A1, A2 and A3. My recollection was that this was done in about 2014-15 at the time of the traffic

calming work at the top of Beulah Rd. We'd like some clarification about the proposed redesigns.

Cycleway B, runs into the city Parklands via Victoria Park and Grant Ave. My suggestion there is to consider using Alexandra Ave from Portrush Rd. This lends itself to connecting at the crossing and avoids a new crossing at B7. It is possible to rejoin Grant Ave either at the roundabouts D1 and B4 or else to go down Alexandra to the small lane near Fullarton Rd and rejoin Grant Ave there. However, this latter requires a right-hand turn onto Grant, not ideal.

Cycleway C, connects Crafers and the old Freeway with the city. My suggestion here is that there should be a boundary cycle path in Victoria Park adjacent to and on the west side of Fullarton between Greenhill and Grant and a boundary cycle path in Victoria Park adjacent to and north of Greenhill Rd between Glen Osmond and Fullarton. This will allow riders to access the Parklands Trails and it would avoid crossing over Fullarton Rd at Dulwich Ave.

Cycleway D, connects areas south of Cross Rd with destinations such as Glenunga Hub and High School, Dulwich Shops and options to reach the city by 3 different routes. It is unclear how to proceed from Warwick Ave to Grant St. To avoid Stuart Rd, it would be best to take Raymond Walk, past the picturesque gardens to Grandview Grove, to Cudmore Ave then Grant Ave.

Cycleway E, from the Burnside Library and Council goes past Marryatville High and into Kensington. My concern here is that there is no route to the Library and indeed Burnside Village from the south, east or west, only currently from the north. There are some secondary routes marked such as Sydney St, Cator St but these are narrow busy roads not especially suitable for cycling.

Cycleway F, connects eastern areas of the Burnside Council with Crafers at one end, Magill at the other with options to connect into the city via cycle ways A & B.

Now I'd like to make some general comments. There is a strong feeling that merely designating some back roads as preferred routes is not enough. PACs are good for arterial road crossings, but to make these roads truly safe and approachable for the community to cycle, including families with children, more needs to be done. Some suggestions include many more modal filters to stop through traffic. This is a problem on Beulah Rd in the mornings and afternoons. Some roads could be altered to be one-way, with the other half of

the road a separated cycleway, and parking on one side only. A Dutch solution that I have seen is to reduce the road to a single centre lane with generous painted cycle paths on each side. Vehicles can only pass when it is safe to do so. These are often referred to as Edge Lane Roads outside the Netherlands, or advisory bike lanes.

Furthermore, there are lower priority routes, such as local access to shops, schools and playgrounds. At any arterial road, at least median refuges should be considered to reduce barriers to walking and cycling that otherwise exists.

In summary, we are supportive of a cycle network through Burnside Council area and the cycle ways proposed A to F are basically good, however much more will need to be done in the detail to convince many more riders to use these paths.

We are keen to remain in consultation as these details are developed.

Yours truly,

Brian Peat on behalf of Bike Adelaide.