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**T2D: Consultation on community open space**

Dear Sir/Madam,

Bike Adelaide is the leading voice engaging with governments on cycling for transport across Greater Adelaide on an ongoing basis. We appreciate the opportunity to provide feedback regarding the Torrens to Darlington project's proposed urban design, in relation to the many new open spaces being delivered as part of the project.

Our main interest in providing feedback at this stage is how the proposed elements interact with the metropolitan cycling network. As this is broader than the individual spaces, we are providing our comments directly rather than via the surveys for each space, in the pages following. Our comments are numbered for ease of reference. Our feedback is guided by Austroads guidelines and road safety principles, in addition to our own experience as cyclists.

Our feedback also responds to the designs as shown via the interactive map. We didn't readily find documentation about design details such as path widths or grades for footbridge ramps, so our feedback is necessarily vaguer than we would have preferred in terms of the technical details.

We trust that our feedback is understandable despite being text-based rather than geospatially located as per your interactive map. Should you have any difficulty in interpreting our comments, please let me know.

Yours faithfully,



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- 1) The right turns via a large traffic island at Anzac Highway effectively operate as large slip lanes, with vehicles crossing the bike lane and footpath alignment on South Road. Given the similarity to interchange off-ramp design, it is likely they will expect to have priority at South Road. They will also be able to maintain relatively high speeds while using these turn lanes.

On the western side, southbound cyclists crossing this turn road essentially need to yield to right turners coming from behind, and northbound cyclists to left turners coming from behind; and similarly for the eastern side, with southbound cyclists yielding to left turners and northbound cyclists yielding to right turners coming from behind them. This is not desirable.

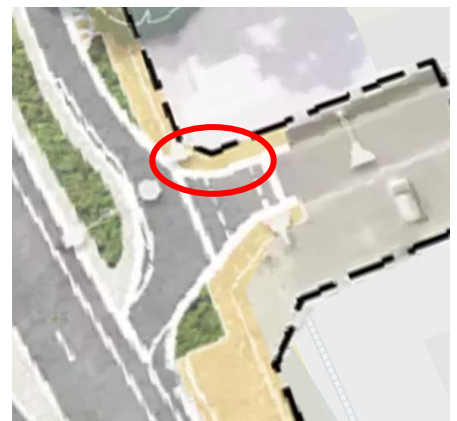
For the safety of pedestrians and cyclists, the shared paths on South Road should have pedestrian actuated crossings. As right turn vehicles will only be using their turn lanes when they've been released through the traffic lights at Anzac Highway, the phasing could be linked to the traffic lights to allow right turn vehicles to go through unimpeded after getting the green at Anzac Highway. For left turners, a realignment of the paths to provide extra storage between the shared path crossing point/new pedestrian actuated crossing and South Road would be both desirable and possible.

- 2) Bike lanes should be coloured green at conflict areas, notably over side street entrances and where cars need to cross bike lanes to access left turns.
- 3) The entrance to low volume side streets should have a continuous footpath treatment. This would apply to those locations where zebra crossings are shown but also (for example) small streets such as Tobruk Ave. Zebra crossings sometimes do not align with footpath/shared path crossings, such as at Quintan Ave.
- 4) At English Ave, a give way line is located to the west of a zebra crossing, giving a one-car storage between the yield and zebra. Judging from nearby angled parking, this is only a minimal storage length. If a car sits back from the yield point, or a longer vehicle must yield, this is likely to block to zebra crossing. The path alignment should be moved slightly east to give an extra metre or so of storage space. This applies to other similar situations, for example at Australian Ave, but the shared path also needs to be aligned straight over Australian Ave.
- 5) At Australian Ave, the path splits between a shared path to the west of the green space and a narrower path to the east. It is not clear whether pedestrians and cyclists can easily use the eastern path, or cross Australian Ave easily, with a somewhat strange kerb ramp alignment shown.

The wider western path travels through a space that will be a high-conflict area for cyclists due to crossing movements from people using the off-street parking and use of recreational facilities. Instead, the eastern path should be widened for shared use. It should also be better aligned to allow commuter and utility cyclists using this path to bypass the conflicting activity, by realigning the path connecting to the bus stop at the northern end of Clovelly Park Reserve to connect into the zebra crossing at English St.

- 6) The alignment of footpaths at Black Forest Primary School creates if not an active squeeze point for pedestrians and cyclists, then a limited capacity area at the crossing of the entry to the school. This creates poor sight distance around the northern corner, at the end of what is a separated path corridor. This is particularly undesirable when a 'health in all' aim is to encourage children and their parents to access schools via active transport.

The road alignment should be shifted about 1m south to enable the northern footpath to be widened and overcome the sight distance problem (and other design features amended to suit). This may require some adjustment of the off-street parking in this area, such as changing the last few spaces from angled to parallel.



- 7) The wide footpath/shared use paths between Black Forest Primary School and the Mike Turtur Bikeway end without clearly showing connections to that Bikeway. A good connection would facilitate children and parents walking and cycling to Black Forest Primary School. This particularly applies to the eastern side of South Rd, where a wide path narrows and disappears at Aroha Tce.
- 8) The curve of the shared use bridge at Ashford Reserve increases the travel distance compared to a straight line. If possible, a straighter bridge should be provided. An additional ramp to on the south side off the eastern end giving better access to Willawilla Brownhill Creek – which itself is a linear corridor for a new shared use path. (If not provided now, the bridge should be future-proofed with the capacity to add this ramp.) If needed, spiral ramps can provide ramp length to achieve required grades within the available space. When Brownhill Creek is developed as a shared used path, Garfield Ave and Herbert Rd should have continuous footpath treatments; as these streets are minor, these should be provided as part of this development.
- 9) The Westside Bikeway should be at least 4m in width, to cater to existing and future demand.
- 10) Northern tunnels southern portal: this is a wide expanse for pedestrians. A shade structure should be provided in the central area, to reduce the heat radiated up at pedestrians as they cross, and at the western corners where both pedestrians and cyclists wait for lights.
- 11) Keswick Creek is a potential alignment for a shared use path. The path on the western side of South Road in this area should be realigned further west close to Keswick Creek to facilitate a future linking with this, before curving back east to cross Albert St.
- 12) A direct footpath link should be provided between the closest path and bus stop. There are several locations where this is not shown, for example on the western side opposite Lloyd St. Shelters should also be provided at all bus stops.
- 13) A shading element should be provided for all shared use bridges, with angled elements to shade in summer but allow winter solar access. As bridges have sides, the bridge width should have a clearance on either side of the nominal path width. For bridges forming part of longer cycling routes, notably the Westside Bikeway, it is advisable to future proof for increasing cyclist volumes by providing extra width and/or ensuring that the bridge deck could be widened in the future.
- 14) There appears to be no provision for cyclists from Sir Donald Bradman Dr to Ashley St.
- 15) Northern tunnels northern portal: this is a wide expanse for pedestrians. A shade structure should be provided in the central area, to reduce the heat radiated up at pedestrians as they cross, and at the corners where both pedestrians and cyclists wait for lights.

Cyclists turning from a path to access the crossing point need to have a turn radius to do so. Having a kerb ramp cut into the path as shown at the south-eastern and north-western corners does not deliver the minimum turn radius as per Austroads Part 6A, but instead creates a squeeze point. The path should be widened behind the kerb ramps and otherwise designed to provide the required turn radius.

- 16) The seating area shown on the eastern side creates a potential conflict area between cyclists along the River Torrens Linear Trail (RTLTL) and pedestrians invited to stop and linger.

The RTLTL is a major route for commuter and utility cyclists travelling at higher speeds and their travel through the area is not conducive to the rest and quiet contemplation of pedestrians, while the presence of pedestrians would make cyclists feel less comfortable. This is particularly if pedestrians are accompanied by dogs or children. The seating area should be relocated southwards so that pedestrians can walk off it into the seating area.

For those from the eastern end of the RTLT who want to head south, they must pass through the seating area and turn sharply. The shared path should pass around the seating area rather than through it, avoiding the conflict area and giving a better alignment for onwards travel.

- 17) The RTLT has limited width (and hence capacity) along its length. The RTLT included in the scope of this project should be widened as part of the project. Widening the RTLT wherever possible rather than matching to existing widths is desirable because this creates sections where passing and overtaking are easier and safer. These help with broader capacity issues similarly to overtaking lanes for highways.
- 18) The existing connections to the RTLT north of the river are not shown. It is assumed that this is an oversight rather than proposal to remove these desirable connections, as they should be retained.
- 19) On the western side, the shared use path becomes a footpath north of Hindmarsh Ave. In lieu of a cyclist facility, at Hindmarsh Ave the shared use path should be continued west to align cyclists to travel along Jervoise Ave as a quiet local street, then connected back east at Gawler Ave or the north side of the West Hindmarsh Dog Park, where the path again widens.
- 20) Bike parking should be provided near recreational facilities and public toilets, located to allow cyclists to dismount outside of the active shared path environment.