

Dear Sir / Madam,

Thank-you for the notification of upcoming works at the junction of Main South Road and Hillier Road, Reynella. As the main body advocating for cyclists in South Australia we would have appreciated being consulted at the same time as the community consultation, but nevertheless, we have some suggestions that would increase amenity for cyclists and pedestrians, that we believe could probably be incorporated even at this late stage.

I have included a marked up and annotated diagram on the next page - there are 4 areas I have highlighted, as explained below:

A - The original layout of the cycle crossing of the slip-road is far too tight, and would result in most cyclists ignoring it completely, staying on the main carriageway, and merging across a lane at the end. Modifying the angle allows the manoeuvre to be made without loss of momentum, and the shallower angle still allows plenty of visibility of approaching traffic.

B - In the original layout, turning right out of Hillier Drive onto Main South Road would have been a frightening experience for anyone riding a bike. The break in the central reservation allows riders to cross Main South Road in two parts without making an awkward merge into the fast lane with traffic approaching from behind. A marked cycle lane on the approach (or just enough carriageway width to be overtaken safely) is an additional improvement.

C - The cut-through here is very useful, and well separated from the main flow of left turning traffic. A small change to the alignment should reduce the chance of residents parking blocking it, and may actually allow an additional parking space.

D - Main South Road at this point is a continuous 1.3km stretch of dual carriageway without a single safe place to cross for those on foot or for cyclists using the footpath. The proximity of this location to a major retail centre, and the fact that Booth Avenue (just to the North) is a convenient link to the Coast to Vines Trail makes this a logical place to add crossing places with generous refuges. I have marked suggested locations with red arrows.

I hope that it is not too late to consider at least some of these improvements. We believe that it is important to ensure that riders are consulted on cycling infrastructure design, so as to ensure that what is built is both safe and attractive enough that it will be well used. No-one benefits from infrastructure that is poorly designed or misplaced, and many issues are not immediately evident to non-cyclists; the official guidance will only take you so far.

BISA has a committee of people with many years of Planning, Traffic, Engineering and Cycling experience. We would like to be consulted and involved much earlier in any road scheme involving a road that bicycle riders use. We understand that not all things are possible, but we believe that we can help reach outcomes that help cycling and cyclists by being involved earlier in the process.

Yours Faithfully,

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