Bike Adelaide

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

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Kings Rd Pedestrian and Bicycle Upgrade Project

Bike Adelaide wishes to express its **support for the proposed shared-use path** connecting Kings Rd and York Tce in Salisbury. It is vitally important for the future sustainability and liveability of Salisbury to promote diverse transport modes, make streets safer and use these opportunities to provide high quality connections to existing paths. There is much value in an incremental approach. This is an excellent opportunity for DIT to take a leading role in filling the longstanding and glaring gaps in our walking and cycling networks in our outer suburbs.

The keys benefits Bike Adelaide sees for this project are:

- providing a crossing of any kind for the first time at Kings Rd level crossing.
- allowing walking and cycling access to Parafield Station and Thomas More College from surrounding homes.
- providing a safe cycling route that avoids conflict and interaction with high vehicle volumes in 60kph zones and freight traffic using the Salisbury Hwy and Cross Keys Rd.
- capitalises on the right-of-way provided by rail corridors to develop active transport greenways.
- supports independent travel to and from school for students, reducing car dependency for students and their families, and reducing congestion in school zones.

Key feedback

- Should include signage to indicate distance to Parafield and Chidda Railway Stations at path connection points to promote intermodal journeys and increase awareness of rail options. Wayfinding signs should include travel time and distance by foot and bicycle to key destinations eg Mawson Lakes Interchange and Salisbury City Centre.
- Ensure crossing signals synchronise with level crossing signals, such that path users can benefit from crossing priority while boom gates are down.
- Multiple entry points to Thomas More College to more evenly distribute path users in north and south directions, and facilitate desire line travel. An additional gate close to the southernmost corner of the College land, near to the level crossing itself would assist in direct access to the railway station from the College. An additional gate would also reduce path congestion and conflict between pedestrians and cyclists coming out of the gate directly onto the path, and path users who are transiting the space.
- **DO NOT SUPPORT Removal existing signalised crossing** 140m west at Thomas More College. The current crossing already aligns with one of the school gates, and, when combined with a removal of the fence at the end of Parkway Cct, would create a valuable, direct walking and cycling link. The removal of the crossing here would create walking and cycling detours from that gate of 600m to Lakeview Dr, compared to just 110m with the crossing in place. The removal also fails to acknowledge the very human way of navigating space that seeks direct lines of travel, for convenience and to avoid prolonged exposure to heat, rain and traffic. The removal does not adequately anticipate the ongoing need for such a crossing, and that its removal will inevitably result in many pedestrians (especially students) continuing to cross at that site by leapfrogging via the central median. The safest outcome that supports walking and cycling would be to retain the crossing as is. We note that the proposal includes 'safety

fencing', assumedly to prevent this inevitable behaviour. Bike Adelaide is of the view that safety fencing serves to discourage walking and cycling by preventing direct routes (desire lines), and making legal crossings of roads at mid-block points impossible. While the overall project is good, this aspect serves to enforce specific inconveniences on pedestrians and cyclists permanently, while prioritising motorist movements at all times, even when traffic volumes are low.

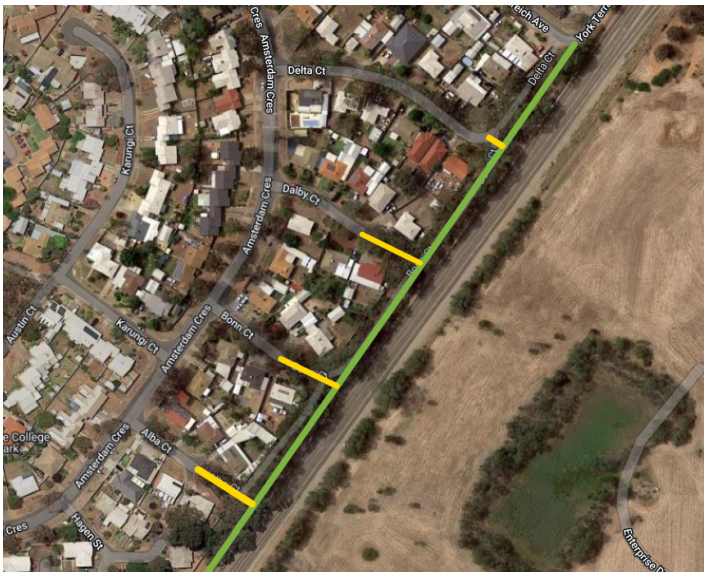
Suggested associated works and future connections

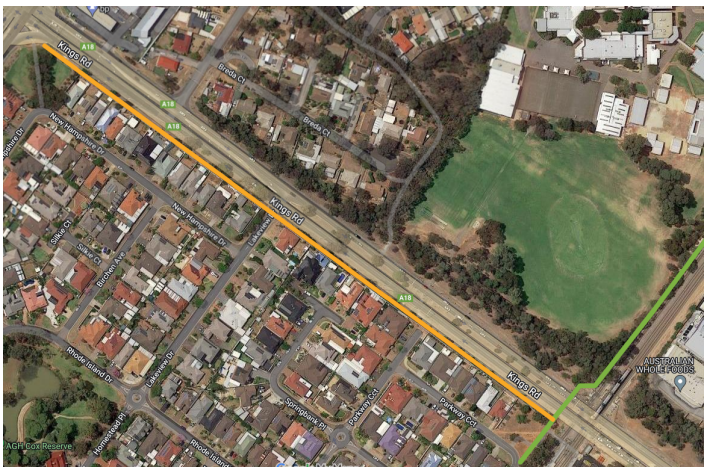
Many of these suggestions will likely require partnership between DIT and City of Salisbury, depending on the custodianship of different parts of the Kings Rd corridor especially.

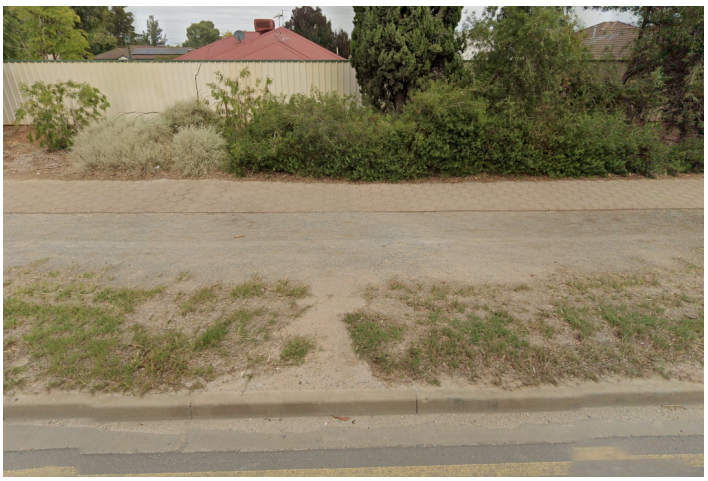
- **Suggested works immediately following this project:** Formalise path connections to shared-use path at Alba Ct, Bonn Ct, Dalby Ct and Delta Ct to maximise accessibility and utility (top image).

- **Suggested works as part of this project:** Raised threshold 'plaza' with pressed concrete treatment at bend in York Tce and Heidenreich Ave to encourage slower vehicle speeds and allow safer and more seamless access to the path from the street and from opposite footpaths. Should feature signage to watch for cyclists and pedestrians. Successful examples of this treatment are employed at the intersection of Porter and Young St, Unley.

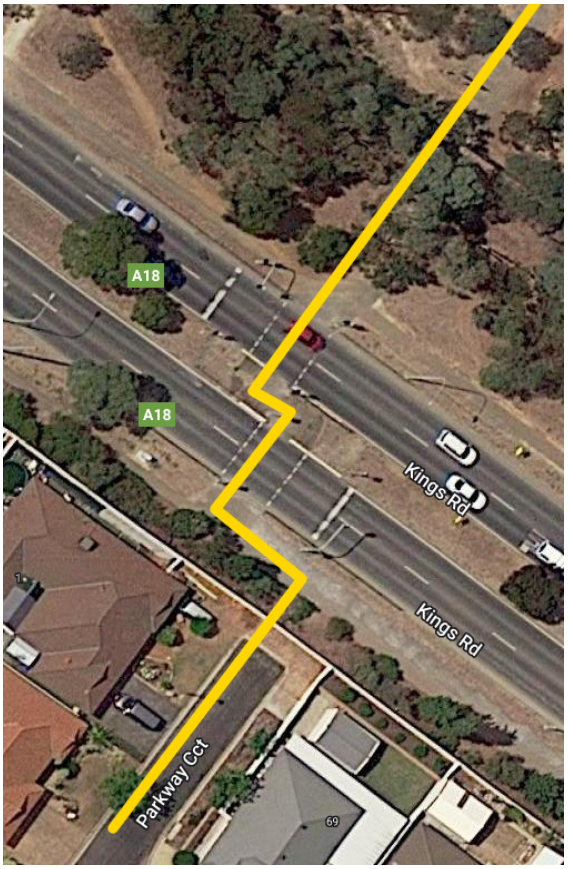
- **Suggested future medium-term project:** Separated shared-use path on southern side of Kings Rd, full length from Main North Rd to Port Wakefield Rd. This could easily be conducted in stages to link existing trails and paths first, but it is crucial to develop a safe, viable and accessible east-west link in Salisbury. A shared-use path along the southern side of Kings Rd (middle image) would consolidate the connection between Salisbury Hwy, Parafield Stations and the current north-south path (and this proposed extension project). The existing narrow pavestone path is abutted by compacted fine gravel, where the grass has been worn away and covered to provide an informal path extension. The bottom image is representative of this stretch of path, indicating that the current formal path width is insufficient to support the volume of walking and cycling conducted by regular path users, most of which are likely school students.







- **Suggested future short-term works:** Removal of fencing blocking access to local streets and paths at Parkway Cct, (image right) allowing local students to directly access the signalised crossing by walking or cycling on quiet residential streets. Permeability in residential areas is a key factor in making walking and cycling a more viable and desirable transport option. This is especially important for short trips which would otherwise be made by car, often based on the lack of direct walking and cycling routes due to dead-end roads, cul-de-sacs and circuitous residential street designs.



Bike Adelaide wishes to express overall support for the project and provides this feedback and additional suggestions with a view to placing this new path connection into a broader context and offer a useful body of future improvements.

We trust you will consider our comments in good faith.

Regards,

David Elliott, Chair

CC:
John Fulbrook MP for Playford
Mayor Gillian Aldridge OAM, City of Salisbury
City of Salisbury Councillors C Buchanan, J Chewparsad, M Mazzeo, P Jensen, S Reardon, D Hood, K Grenfell, S Ouk, L Brug, A Graham, B Brug, S McKell