



THE BICYCLE INSTITUTE OF SOUTH AUSTRALIA  
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***Cycling for the Environment, for Health, for Pleasure***

26 May 2015

Mr Joe Ielasi  
Manager City Assets  
City of West Torrens  
165 Sir Donald Bradman Drive  
HILTON SA 5033

Dear Mr Ielasi,

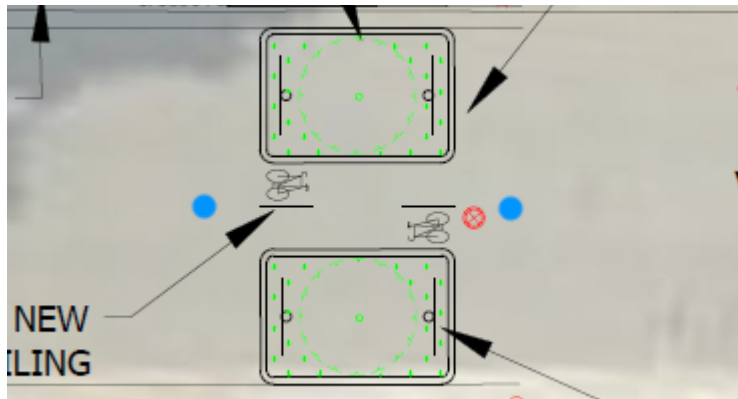
**Vintage Road, Underdale – change to road closure**

The Bicycle Institute of SA has been representing the interests of commuter and utility cyclists for forty years. We would like to submit the following comments on the proposed changes to the road closure at Vintage Road, Underdale, to improve the design concept for cyclists.

1. While the new bicycle access is appreciated, no dimensions or scale are shown on the concept plan made available on your website. However, the through bicycle access appears to be about 2.0m wide, i.e. 1.0m in each direction. This is narrow for bicycle access. The Austroads *Guide to Road Design Part 6A: Pedestrian and Cyclist Paths* (GRD6A) would specify a minimum width for a two-way path of 2.5m. (In this use, the bicycle access is functionally a path). We further recommend that the kerb through the bicycle access be chamfered or laid back rather than upright as shown in the artist's impression, as the potential to hit pedals on upright kerb leads cyclists to track more centrally where this kerb type is provided, and this is not desirable in this location.
2. While commonly used, the rails indicated on the concept plan and shown in the artist's impression are not consistent with good practice, specifically section 10 of GRD6A (being the section that deals with terminal devices). In fact, these are also not consistent with the previous *Austroads' Guide to Traffic Engineering Practice Part 14: bicycles* in either the original 1996 version or second edition published in 1999, and the Bicycle Institute would like to see these hazardous devices removed wherever possible.

GRD6A recommends waiting for issues with vehicular access of bicycle paths such as these to arise before installing terminal devices aimed at preventing these, on the basis that such issues may not occur.

However, understanding that Council may wish to be proactive or at least have a design solution should such issues arise, we would advise installing a complying bollard (minimum width 100mm, treated with retro-reflective tape and highlighted with line-marking) at a point desirably 1.2m (minimum 1.0m) in front of the bicycle access. This prevents vehicular access but does not create the same type of squeeze point as a rail does. The figure provided overleaf illustrates this concept (in blue, being a colour not otherwise used in your concept design).



3. 'Bicycle excepted' signage (R9-3B) should be provided beneath the R2-14B(L) and R2-6B(R) signs to allow cyclists to have greater permeability through the local street network (and noting that cyclists can and will use the right turn lane in Holbrooks Road to store safely when crossing this road.)
4. Given the few vehicles that will be using the western section of Vintage Road, and given that this appears to be as much as 9.0m wide, we query whether this could not be designed at a narrower width at Holbrooks Road to allow the significant gum tree on the southern side to be retained – perhaps with pruning of lower limbs – and to moderate entering vehicle speeds. We note that other streets in Adelaide have road widths narrower than 8.0m, yet still support access by relevant vehicle types. A narrower throat to Vintage Road would also discourage vehicles from parking too close to Holbrooks Road. Drainage may well be an issue, however given that the indicated culverts exist currently, it does not appear vital that the street be made quite so wide at Holbrooks Road.

We recognize and commend the desire of the City of West Torrens to deliver a better result for its residents. Our comments are intended to ensure that this is effective in respect of the City's cyclists and pedestrians and we hope that you will be able to take these on board.

The Bicycle Institute would be happy to discuss design issues further with you. If you wish to do so, please contact Fay Patterson, 0409 284 165.

Yours sincerely,

Dr Ian Radbone  
Chair, Bicycle Institute of South Australia