

Draft Adelaide Road Footpath and Crossing Master Plan

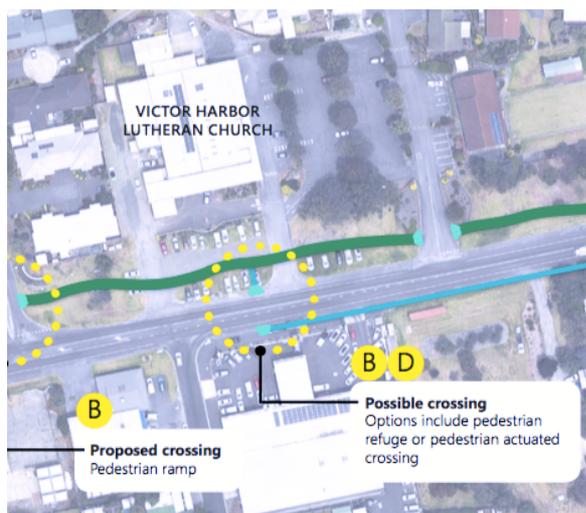
(These comments were posted using the City of Victor Harbor's Have Your Say comments page, 20 December 2017.)

Tell us what you think about the plan for new footpaths, shared use pathways and crossings around Adelaide Road, Victor Harbor.

Share your feedback or concerns about the pedestrian crossing locations (marked by yellow circles on the plan):

The crossing locations aren't bad as far as they go, however are not entirely adequate to meet the aims of the Footpath and Crossing Master Plan.

- 1) For the roundabout at Hindmarsh Rd/ Port Elliott Rd, pedestrian crossings should be on every leg of the roundabout and these should also be wide enough to accommodate cyclists as well as pedestrians i.e. these should be shared use crossings rather than pedestrian crossings.
- 2) A roundabout is a traffic engineering device that is relatively unsafe for cyclists. Given the high speeds likely at the Hindmarsh Rd/ Port Elliott Rd roundabout, cyclist ramps should be provided at less than 90 degrees to the kerb face to allow cyclists to mount the footpath safely and easily and bypass the roundabout from Port Elliott Rd to Hindmarsh Rd west, Hindmarsh Rd east to Port Elliott Road, and using the shared use path for Hindmarsh Rd west to east. The footpaths should at least be wide enough to accommodate this, and the design preferably feature one-way bike paths adjacent to the actual footpath.
- 3) The new shared use path (SUP) leads to a point opposite the ALDI and onwards route to the Encounter Lutheran College. New kerb ramps are shown, but this location is also likely to attract cyclists off the SUP and should be wide enough to accommodate cyclists as well as pedestrians. Also, there is a large painted median at this point. This should be used to provide a median refuge to protect pedestrians and cyclists crossing here.
- 4) The B/D crossing location is shown at the end of a right turn lane. It is assumed that this lane will be shortened to suit.



- 5) The crossing point marked B/E is too far south for cyclists using Strawberry Hill Road and pedestrians accessing Encounter Lutheran College. The truth is, pedestrians and cyclists will simply not use this crossing point and will instead cross closer to Adelaide Road, whether or not facilities are provided here. We suggest a splitter island in Agnes Gillespie Drive at Adelaide Road, with the

crossing point making use of this. Such a crossing would improve safety even if the island must be designed to be mountable for large vehicles.

Share your feedback or concerns relating to the proposed new footpaths (marked in blue on the plan):

It's good to see new footpath development, especially filling in obvious gaps. With cyclists now being allowed to use footpaths, please design footpaths with this in mind. (Though in fact, design should always have respected the safety of children who might use footpaths.) In particular, where new sections of footpath come off the new shared use path, these need to be connected using appropriate, radiused curves, not 90 degree connections. This also benefits people using wheelchairs and mobility scooters ("gophers"). See Austroads [Guide to Road Design Part 6A: Paths for Walking and Cycling](#), for design advice about radii, but a minimum 2m radius should be applied.

(See our comments below about the footpath fronting the ALDI development.)

There appears to be a footpath gap on Hindmarsh Road, near Alexander St. While there is bitumen here, it is part of the carriageway. It would be good for the designated pedestrian area to at least be line-marked, but better if it could be painted or similar.

Share your feedback or concerns relating to the proposed new shared use path (marked in green on the plan):

It's great to see the shared use path (SUP) proposal, servicing several major land uses. However, as shown, the SUP appears to end in the middle of nowhere. It would be sensible for cyclists to travel onwards via Strawberry Hill Road, using the new footpath outside of the proposed ALDI development; or the local road network to Coromandel Drive. Assuming the future SUP extension is not proposed to occur immediately following these works, it would probably be a better idea to end it at the crossing point shown with a C (i.e. leading to Coromandel Dr) and to construct the new footpath in front of ALDI east of this crossing point as SUP instead.

Do you have any general feedback relating to the draft Footpath and Crossing Master Plan?

The Bicycle Institute very much welcomes and supports this initiative.

One note: future driveways for proposed development are not shown. These should be designed as driveways crossing a footpath, not the other way round. That is, pedestrians and cyclists going about their business should have priority over car access to development. This is ensured with continuous footpath design, making it clear that these crossing points are road-related areas.

The Bicycle Institute would be happy to provide more detailed feedback on more detailed plans. Our Chair is a professional traffic engineer who has specialised in walking and cycling for some 20 years.