

Marion Road study

(Emailed to DPTI Community Relations, 29 June 2018)

Thanks for sending information about this study and the opportunity to express our initial views.

Effectiveness of project to alleviate congestion: is this the best investment?

As a preliminary comment, we are heavy-hearted about projects that are essentially designed to “relieve congestion” because we know that they increase the travel time deficit of public transport compared to cars and encourage more car travel. In so doing they create congestion elsewhere and By encouraging more cars, the long-term effect is to create a more intimidating road environment that discourages cycling, walking and public transport.

So whatever the local impacts, the outcomes of this project are likely to make conditions worse for these modes in the broader metro area, as well as increase congestion in the long term.

We therefore hope that you will consider whether the huge expenditure required for motor vehicle infrastructure development could be better spent by investing in infrastructure to encouraging people to travel by other means than by car.

Based on previous budget expenditure for grade separations we would expect this project to cost between \$300 and \$500 million. If this investment was instead funnelled to create a safe, connected bike network (for riders aged 8 – 80) you could achieve considerable mode shift.

Cycling infrastructure in SA receives less than 1% of the transport budget. Yet the network desperately needs a significant increase in funding.

A \$300 - \$500 million investment in the cycling network would alleviate congestion across the city. Spent over 4 years this would still only equate to 5-7% of the transport budget. What types of infrastructure? Bridges, underpasses, crossings, new Greenways, Bike Boulevards, Separated Bikeways. All of these cost money.

The Bicycle Institute could lay out plans today for more than \$1 billion worth of cycling infrastructure projects that would improve traffic flow, boost the economy, create jobs and reduce health budgets.

We therefore ask: are the proposed changes to Marion Road the best use of considerable funding if the aim is to improve the State’s transport system?

Cycling specific feedback on the Marion Road planning (grade separation) project

As you know, the dominant flow of cyclists in this area is on the Mike Turtur Bikeway, alongside the tram corridor. Cyclists are generally well-served by this route, often taking advantage of tram movements to cross Marion Road and Cross Road with little or no delay.

(There is a problem when crossing Cross Road that is created by the lack of continuous driver sightlines to signal lanterns controlling the cycle/ walk

crossing. I've attached an email explaining this. Hopefully you can do something about it. It wouldn't be hard to install a second facing affected drivers.)

Both Marion and Cross Roads are important cycling routes, but provide poor service to cyclists, which dampens demand on these.

Given recent government road building, we would guess that DPTI's expectations as a result of your study involve grade separation. For cyclists, grade separation of the tram line/ Mike Turtur Bikeway and the roadway would reduce delays, improve safety and avoid the need to wind through the maze at Cross Road.

Assuming elevation of the tramline, we are sure you will recognise the need for the Mike Turtur Bikeway to continue alongside the tramlines and we need not fear a repeat of the initial planning of the tram crossing of South Road, which did not include the Mike Turtur until pressured to do so. . Local access beneath an elevated structure for both pedestrians and cyclists is also important. We would hope a better result could be achieved than at South Road. However, an "up and over" pass for walkers, cyclists and those accessing trams is not the ideal way to promote use of these modes.

We believe that if the Government is to do more than pay lip-service to the claimed priority for public and active transport, it will be the tramline and bikeway that stay at ground level, with the roadway passing underneath. (A lengthy flyover of either the tramway or the roadway would be an ugly intrusion into the area.)

Cyclists using Marion Road and Cross Road face the same frustrations as the motorists, of course, though they do benefit from a safer environment when the traffic is slow (or at a standstill!). Either an overpass or an underpass shared with fast-flowing traffic will intimidate many cyclists, but not all. If either were to occur, cyclists should be accommodated with bike lanes that are separated in some way, as well as with an alternative option of travelling with local traffic at ground level.

Thanks again for the opportunity to comment. We hope that these comments are taken on board.

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ATTACHMENT: CYCLIST CONCERN - CROSS ROAD TRAM / PEDESTRIAN / BIKE CROSSING, PLYMPTON PARK

From: Fay [<mailto:fay.patterson@bisa.asn.au>] **Sent:** Friday, 18 May 2018 5:56 PM **To:** 'gabby.o'neill@sa.gov.au' **Subject:** Cyclist safety problem - Cross Road tram / pedestrian / bike crossing, Plympton Park

Hi Gabby,

Good to see you on Wed night. I was wondering if you can help with a safety issue we've had raised re: the Mike Turtur Bikeway, where it crosses Cross Rd? Basically, the ped/cyclist crossing point is forward of the vehicular traffic signal (which is the tram level crossing) but doesn't also have a lantern facing vehicles. So drivers who have cleared the tram line but have not yet cleared the ped/cycle crossing aren't presented with a signal lantern and can't tell they should stop when a ped/cyclist phase is activated. Worse, they may actually believe they have the green shown by the nearby Marion Rd/Cross Rd signals. The problem is illustrated in the diagram following.

We've tried to raise this with DPTI, who (we're told by the complainant) changed the signals at Marion Rd/Cross Rd as an interim measure to alleviate the problem. However we haven't been told what final solution has been proposed or when it might happen. As per the following email this situation is resulting in harassment of peds/cyclists. In the worst case, it could result in an injury. The fact this is affecting young children is very concerning to us.

We'd really like to see commitment to installing repeater signals for drivers at this location. I don't know whether a temporary light could be installed, slaved off the level crossing signals, until a final fix can be implemented but we believe this is a high priority issue.

Regards,

Fay Patterson, MAITPM

Immediate Past Chair

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Sent: Thursday, 17 May 2018 10:11 AM **To:** Katie **Cc:** 'fay.patterson@bisa.asn.au' **Subject:** RE: Cyclist concern - Cross Road tram / pedestrian / bike crossing, Plympton Park

Hi Kate / Fay

Another cyclist and I witnessed 3 school kids aged approximately 5, 7 and 10 almost get hit at this intersection this morning at 835am. The kids correctly began walking across the crossing on a green person symbol, however, a car sitting stationary in the 'problem area' shown below began moving as there was adequate space ahead of them. The driver stopped to avoid hitting the kids and beeped their horn at the kids as the driver was of the opinion that the kids were doing the wrong thing. Car drivers sitting in the 'problem area' do not have a red stop light telling them to stop when the crossing has a green person symbol showing, and they also cannot see that the crossing has a green person symbol from their car. I first raised this issue more than 3 months ago, and I've seen little progress on this matter. Can you please raise this issue again?

