

**From:** Fay fay.patterson@bisa.asn.au  
**Subject:** Kroemer's Crossing, Tanunda  
**Date:** 24 September 2019 at 9:26 pm  
**To:** dpti.communityrelations@sa.gov.au  
**Cc:** chair@bisa.asn.au, Editor Pedal-Update editor@bisa.asn.au



Dear Sir/Madam,

The Bicycle Institute has been representing the interests of utility cyclists in our state for over 40 years. We noted the recent consultation session being held in Tanunda regarding the Kroemer's Crossing event, but were unable to source a representative to attend at short notice. We wish to register our concern at DPTI's consultation process for works affecting major cycling infrastructure where engagement is based on sessions held locally to the works with no real opportunity for the broader cycling community to have input into the project and no advice to organisations such as BISA about such projects.

In regard to the Kroemer's Crossing roundabout, we wish to raise three items of concern regarding the concept design.

1. The lack of protection at the pedestrian/cyclist crossing of Burings Road.  
A chevroned area is shown; this should host a refuge island.
2. The design of the shared use path where it commences at Murray Street. **This does not comply with the national guidance.**  
Austroads' Guide to Road Design Part 6A: Paths for Walking and Cycling advises that: "For bicycles to be most effective as a means of transport, cyclists must be able to maintain speed without having to slow or stop often... Once slowed or stopped it takes considerable time and effort to regain the desired operating speed."  
"Bicycle routes, especially off-road, should be designed for continuous riding, minimising the need to slow or stop for any reason."  
Then, Austroads' Guide to Road Design Part 3: Geometric Road Design (2017), Section 4.8.7 advises that:  
"Ramps linking a road carriageway and a path located in the area of the roadside verge may be required in association with ... path treatments adjacent to roads. **The exit ramp from the road should be oriented to enable the cyclist to leave the road at a speed appropriate to the abutting development and the level of pedestrian usage of the path.**" (Emphasis added).  
Figure 4.36 of this document illustrates the appropriate design for a high angle exit ramp. Essentially, a low-speed exit ramp should be provided, aligned at 20 degrees to the roadway. The current design has only a pedestrian ramp, aligned at 90 degrees to the roadway. As cyclist have a turning circle requirement, using the pedestrian ramp to access the shared path requires cyclists to hook out into traffic to achieve the turning circle – an awkward and unsafe manoeuvre. We strongly urge remediation of this, in compliance with the national guidelines.
3. The lack of provision of facilities except along the shared use path.  
Linking the Murray St bike lane to the share path enables road-based cyclists to negotiate the roundabout in one direction only (northbound, through). This link acknowledges that cyclists may be on-road rather than using the (existing) shared path. However, there are no facilities for cyclists southbound along the Barossa Valley Way to access the shared path bypass, nor to negotiate the roundabout, despite the hazard being created through the provision of a long left turn lane for vehicles on this leg. This is similarly the case for any of the other legs of the roundabout. Given how

leg. This is similarly the case for any of the other legs of the roundabout. Given how hazardous roundabouts are for cyclists, and the prevalence of wineries in the area that cyclists might choose to visit, this is a concerning omission.

In the absence of a contact for the project being named on your project page, we request that you forward this feedback to the design team and provide confirmation when this has occurred.

I can be contacted regarding BISA's comments on 0409 284 165 or [fay.patterson@bisa.asn.au](mailto:fay.patterson@bisa.asn.au).

Yours sincerely,  
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Bicycle Institute of SA