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Subject: BISA  
To: Andrew Waugh <[bikebiga@gmail.com](mailto:bikebiga@gmail.com)>

Bicycle Institute of SA (BISA)

C/- The Conservation Council of SA

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To the City Of Onkaparinga,

The Bicycle Institute of South Australia (BISA) is the state's peak cyclist advocacy organisation, providing a voice in support of initiatives to improve cycling conditions and opposing measures that will make conditions more dangerous. We represent not just existing cyclists but also "proto-cyclists" – the significant proportion of the population say that they would cycle if conditions were safe enough.

BISA would like to thank you for the opportunity to provide feedback on the proposed design of a potential Aldinga – Willunga Cycleway.

The main existing cycle infrastructure in this wonderful tourist and recreational cyclist region is of course the Coast to Vines Trail and an Aldinga – Willunga linking cycleway will add welcome additional access to this trail and the wider Maclaren Vale region in a safe and non-threatening manner for experienced and novice cyclists alike.

The potential further linkage from Seaford to Aldinga associated with the duplication of South Road is seen as an opportunity to really promote the region as a popular cycling destination allowing for example a day trip from Adelaide with a circuit to be ridden in either direction along with potential side trails to any number of participating cellar doors and other attractions.

Willunga and Aldinga townships individually offer attractive and high quality destination amenity with many points of interest, shops and eating venues and the idea of linking them in a manner that provides safety and confidence to the growing cyclist fraternity is enthusiastically supported.

Based on early engagement with a number of regular local cyclists and our own familiarity with the region all three Options have merit but Option one is the standout for two reasons,:

1. The use of Flour Mill Road emulates the route many experienced cyclists in the region already choose to take based on its direct access into Aldinga and the quiet low traffic flow on that street.
2. The option represents the lowest cost and best return for funds spent and of course is more likely to gain funding as a result.

While funding remains to be found BISA would appreciate the opportunity to have input into the planning and specifically the design stage of any future project. We have among our members and committee a number of experienced traffic engineers and seasoned cycling infrastructure aficionados who could provide feedback and insight into the following key areas:

1. Safe design for crossing at the South Rd roundabout;

2. Design of the off road portion along the norther side of Aldinga Rd, and;
3. Critical safety issues with the crossing over access ramps to Victor Harbor Rd.

In respect to point 1. Above we have had a number of representations that an underpass or overpass would be a far safer option for getting across South Road and we would like to explore if this could be accommodated as part of the South Rd duplication project. Roundabouts are daunting to many people in motor vehicles and even more so on bikes and any opportunity to avoid having cars and bike navigating these together should be avoided.

BISA's long history of infrastructure advocacy and the experience in overseas jurisdictions has taught us that if we build the right infrastructure cyclists and pedestrians will follow. We look forward to the next step in this exciting project.

Please do not hesitate to contact BISA to discuss any of the above points or to seek input on future initiatives.

Best Regards

Andrew Waugh

Committee Member.

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