



Unley Bicycle User Group
City of Unley, South Australia

Railway Tce South Improvements

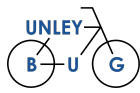
June 14th, 2022

Dear Tanya,

Thank you for the work completed in preparing the Streetscape Improvement of Railway Tce South and the opportunity to provide feedback on designs. This is a key section of the Mike Turtur Bikeway for commuters to the city and school families alike. This improvement project is a great opportunity to improve the safety of the active commuters of all ages within the Unley council area. The Unley BUG Committee, on behalf of its 245 current members, is grateful to provide feedback to ensure the interests of people who cycle, walk and use mobility aids in, to, and through our City are met.

Improvements to this section of roadway are sorely needed and the proposal is welcome. It is important to consider the children and families who use this section of road, and their unique requirements to keep safe as active commuters. This section of the Mike Turtur Bikeway is one of the last unimproved shared bikeway sections in the whole route, so a small additional benefit in improving this roadway will be seen and appreciated by the 1200+ active commuters who use this excellent infrastructure every day.

The following is arranged into two sections: Feedback on the current proposal, and ideas for improvement.



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Feedback on Proposal

Location 1:

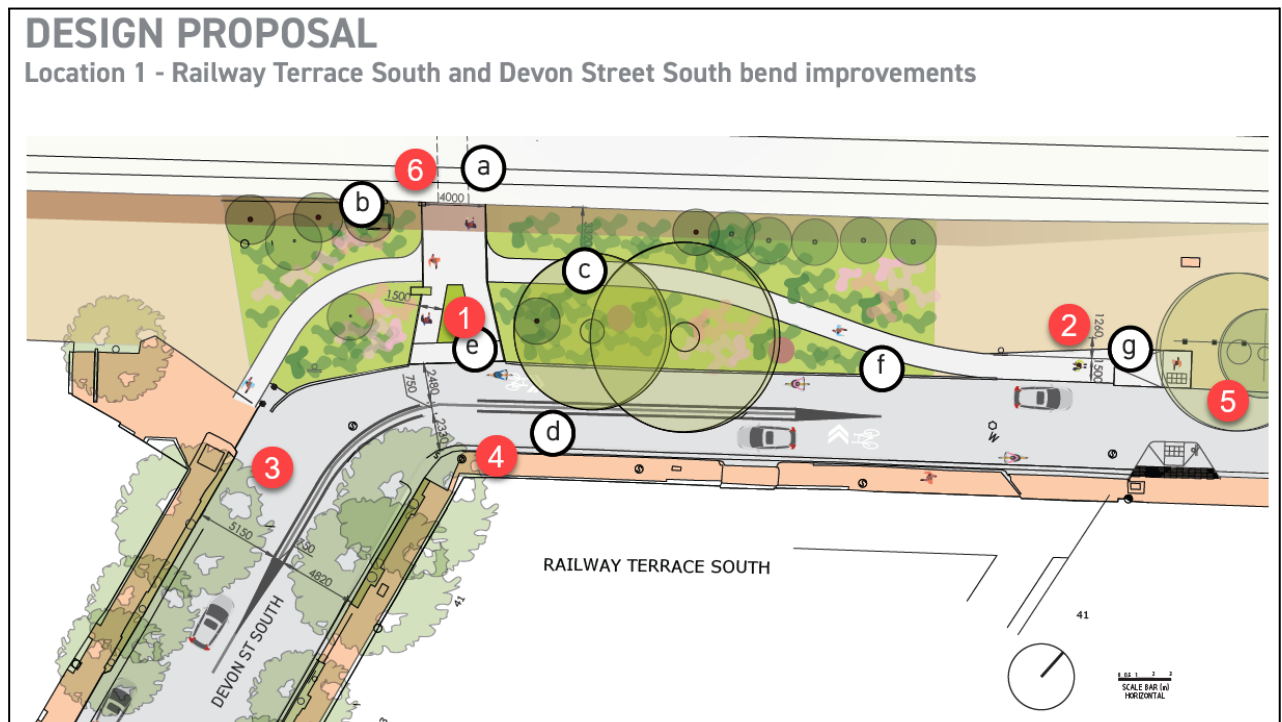


Figure 1: Annotation of original design proposal showing points of concern below.

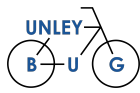
1: Is the split path necessary given the narrow underpass? The split paths will be quite narrow for bikes. The existing area of the path is needed to have space off the road for bikes and walkers to wait for traffic coming the other way.

As shown in the design proposal, the split bikeways appear narrow. Are they intended to be both two-way on each side of the landscaped island? If so, the paths would likely be too narrow for two-way traffic.

2: Can this be extended to the Section 2 crossing to create a pathway wide enough for two-way traffic separated from the road?

3: Can this be upgraded to show on-road bike/car shared zone? Either by green bikeway surface or shared roadway surface treatment, consistent with the recent Norman Tce upgrade and presumably the Section 2 upgrade. Highlighting where the offroad bike lanes connect to the shared roadway is important in this.

4: What are the parking zones on this part of the street? We believe that parking should be managed in this area to ensure that visibility and safety through the bend is not compromised.



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5: What is the plan to improve the northern side of the road east of this point? There is a 30-40mm lip between the gravel and asphalt. This is particularly dangerous to cyclists/

6: The existing arched underpass to the tram overpass is narrow and congested, leading to potential conflict between people walking and cycling. We understand that widening the underpass is out of the scope of this project, however we urge council to petition DIT / PTP to ensure that underpass widening becomes part of the MTB Overpass project scope.



Figure 2: View east along Railway Tce Sth from near the tram underpass.

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Location 2:

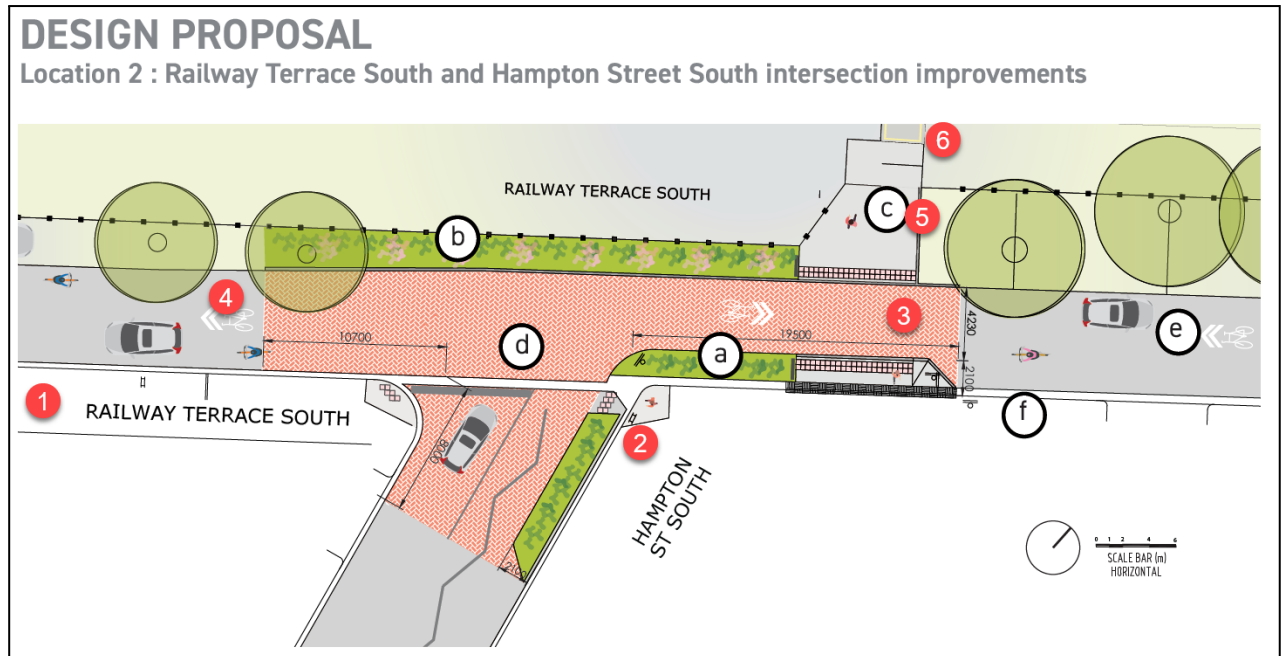


Figure 3: Annotation of original design proposal showing points of concern below.

1: We have concerns about sightlines and increased congestion during school start and end times at this location. We hope that the footpath widths are wide enough to accommodate congestion and safe sighting lines for road crossing at the “C” position.

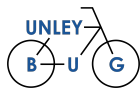
2: Can this footpath ramp be adjusted such that it is wider and less steep? The current access is steep and the section of footpath it connects to is too narrow which makes the transition from shared bikeway-to-footpath tricky to navigate for both young children and adults.

3: Is there a plan for signage to accompany the road markings to indicate shared area? This diagram only has one direction shown on the line markings, we suggest both directions are shown and at a higher frequency to highlight the shared nature of the new crossing area.

4: What is the plan for the northern side of the road for the rest of Railway Tce Sth to the west of the intersection? See Figures 4 & 5 below for the current condition of the road edge close to this part of the project.

5: As like the Simpson Parade plaza area that is under construction, would it be suitable to add a bench as a rest stop at position “C” (per Location 2’s design proposal)?

6: Has the Council petitioned DIT to consider improving the accessibility at this crossing?



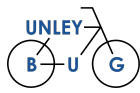
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Figure 4: Looking east along Railway Tce at Hampton St intersection.



Figure 5: Looking west along Railway Tce Sth from near Hampton St.



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Ideas for Improvement

Segregated Bikeway

Figures 6 & 7 below describe a suggested segregated bikeway option. Has something like this been considered in the Railway Tce Sth upgrade work? Given a significant number of users of this section of shared roadway are children, widening the segregated off-roadway active commuter pathway is the safest option. This also improves amenity for drivers: This is a narrow section of road, removing cyclists and often pedestrians will improve this roadway for all users.

The widening of the MTB east of Goodwood Rd has been very successful in opening up more space for public use by pedestrians and other active commuters. This is an opportunity to extend this successful model to further enhance the Mike Turtur Bikeway through the Unley Council area.

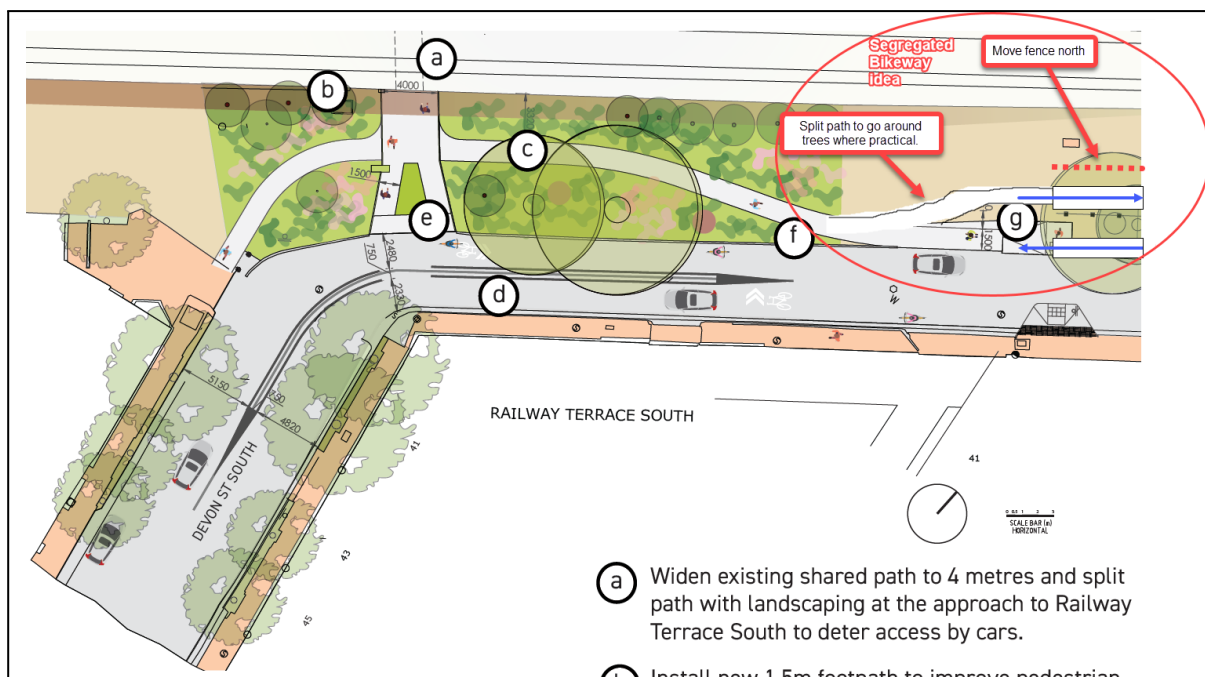
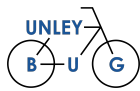


Figure 6: Markup on Section 1 image showing idea for segregated bikeway.



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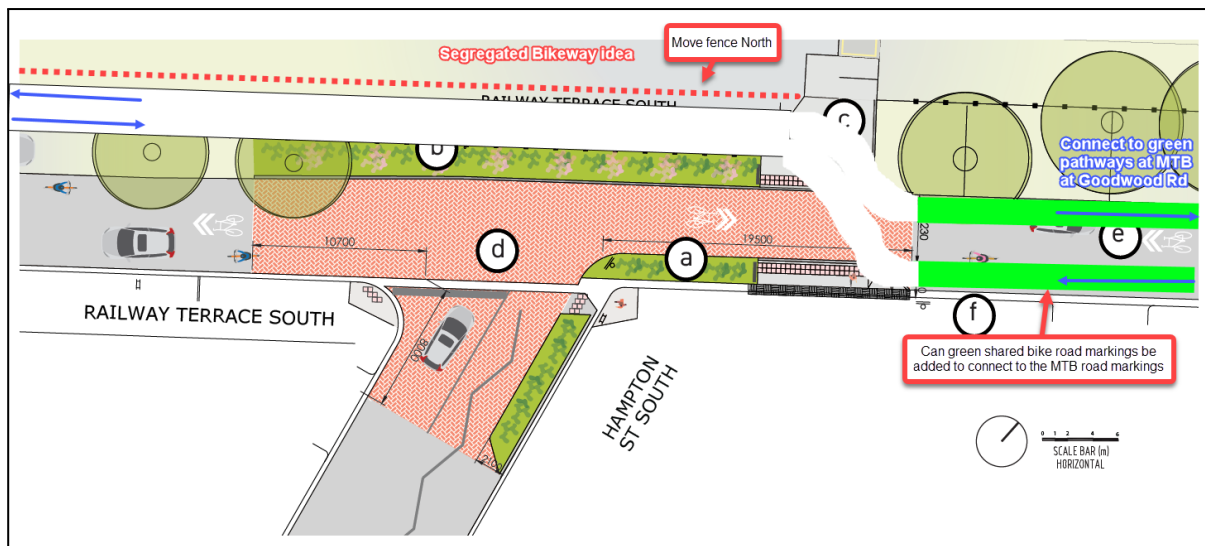


Figure 7: Markup showing idea integrating the existing Mike Turtur Bikeway with a segregated bikeway.

Essex St South / Railway Terrace South Consideration

Although the proposed improvements target the most dangerous areas of Railway Terrace South, we wonder whether the treatment of the Essex St South / Railway Terrace South intersection would round out this series of targeted interventions. The Essex St South intersection lies between Location 1 and 2, so calming the traffic and assisting walking commuters between these locations would provide a more safe pathway along almost the entirety of Railway Terrace South.

Final Thoughts

While we would hope for a comprehensive treatment along the length of Railway Tce South, the proposed improvements do target the most dangerous areas and make them significantly safer, especially for people walking, which is excellent. The narrow points created by these improvements should act to calm traffic speeds along the entire street and thus improve safety for cyclists also.

We welcome these changes and hope they are a stepping stone to more improvements in the future.

Sincerely,

Unley Bicycle User Group Committee
ubug.secretary@gmail.com