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Minister for Infrastructure and Transport
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26 June 2021

Intersection changes at Glen Osmond and Fullarton Roads

We write as the committee of the Unley Bike User Group (Unley BUG) representing the concerns of bike users and pedestrians in the City of Unley council area. Falling within the boundaries of the City of Unley, we wish to voice concerns regarding the effects these changes could have for residents of Unley. We note that the City of Unley itself and several Councillors have made submissions to the SA Department of Infrastructure and Transport expressing various concerns surrounding the proposed changes to this intersection.

Overall, the Unley BUG has several serious concerns regarding the proposed changes and their effects on long term traffic volume, pedestrian and cyclist safety and amenity, and integrated transport and land-use planning. It is important to emphasise that this project forms just one in a series of large intersection projects across the Unley area which will have large impacts on walking, cycling and access of residents to their local amenities.

Cyclist and pedestrian safety, access and amenity

It was observed that at the recent public consultation sessions held 27 May and 12 Jun there was very little detail provided in the plans for how cyclists and pedestrians will be accommodated. We are especially concerned by this considering the importance of this intersection for local residents in accessing local business and services by foot, bike and various mobility aids, all of which have specific infrastructural requirements, the importance of which is multiplied by the already hostile nature of the intersection to these residents.

During the 2021 Super Tuesday cyclist count, it was evident that the largest group of cyclists using this intersection is school children. The vast majority of which travel from their homes in Parkside and beyond to Glenunga High School. They were observed using footpaths to travel routes from south Fullarton Rd and Hone St to south-east Glen Osmond Rd and on to Main St. We observed that these routes necessitate the use of small refuge islands to safely cross the road, and those school children must also navigate several busy driveways into and out of Arkaba Village, Foodland Frewville and the Arkaba Medical Centre precinct. It is important to emphasise that these school children are travelling to school during peak motor traffic times, made additionally more risky by the insufficient space on refuge islands for multiple bike users (plus pedestrians), the use of Glen Osmond Rd as a heavy vehicle freight route and driver behaviour of not giving priority to crossing cyclists and pedestrians at slip lane crossings.

We note that the public consultation for this project did not make available any traffic modelling or forecasting to demonstrate the anticipated effects on motor traffic volume, routing or trip duration, nor how this is anticipated to affect the safety and accessibility of pedestrians or bike users. With the apparent intent of the project being to increase the

capacity of the intersection, we anticipate this to have effects on vehicle speeds and volume and subsequently, safety for cyclists and pedestrians. Many residents already access the local amenities without a car despite these major roads proving barriers which are difficult to negotiate. Increases to traffic speeds and volume will potentially discourage some from continuing to cycle or walk or otherwise may make the environment more difficult for the significant number of people in the community for whom driving is not an option.

In the absence of available traffic modelling information, we note that the proposal has not incorporated any measures to address potential increases in rat-running through quieter side-streets nor measures to calm traffic in those streets to mitigate potential increases in vehicle speeds and volume. It was observed that many residents attending the information sessions expressed concerns over increased traffic volumes and speeds along Florence, Gladstone, Dawson and Olive Sts.

The intersection is also an important confluence of cycling routes for bike users travelling from the Adelaide Hills, Unley and Burnside council areas to the Adelaide CBD. Many cyclists, despite the lack of any cycling facilities, travel along Glen Osmond Rd on the road surface. Major conflict areas for these cyclists are at the traffic signals of Fullarton and Glen Osmond Rds and the driveways to the shopping centres. There are currently no safe spaces for these cyclists at the intersection to wait for traffic signals and must often weave between vehicles to reach a safe waiting position. The intersection project is an important opportunity to improve the safety and amenity of cyclists who are already—and will continue to use—Glen Osmond Rd for their journeys by including, at the very least, cycle lanes and bike boxes. A multidirectional cycling signal, such as at the intersection of Pultney and Pirie Sts, may be an option worth exploring to facilitate safe cycling at peak times.

The shared use path following Fullarton Rd between Glen Osmond Rd and Greenhill Rd is an important connection for pedestrians and bike users between Unley, Burnside and Adelaide City council areas. We advise that any alterations to the north-east corner of the intersection should incorporate improved access for bike users moving from the road surface onto the shared use path to facilitate safe cycling along Fullarton Rd as there are no on-road cycling facilities.

We strongly advise the inclusion of measures to address these concerns by:

- Designing all slip lane crossings to feature ‘Give Way to Pedestrians’ signs and zebra crossing markings;
- Installing crossing countdown signals to allow people crossing the time and information to cross safely and efficiently according to their abilities;
- Enlarging the refuge islands and widening the traversable level surface within the islands to accommodate small groups of cyclists, pedestrians, prams and large mobility aids (such as wheelchairs and scooters);
- Avoiding use of chicanes in refuge islands which impede their navigability by bicycle, pram and large mobility aids;
- Reduced wait times for the signalised crossing on Glen Osmond Rd between Arkaba Village and Foodland Frewville;
- Traffic calming in surrounding side-streets to improve safe and accessible routes for residents, especially pedestrians and bike users.

Our committee wishes to emphasise the importance of not only incorporating community feedback to the project proposal but also the importance of seeking collaboration to ensure the best outcomes for the local community. With the project proposal as put out for consultation, the access and safety needs of local residents do not seem to have been a primary objective in the planning. We hope that this feedback be received and acted upon in good faith in the best interests of the community affected by this project to ensure safe outcomes for all road users.

Regards,

Dr David Sutton

President

Unley Bike User Group

David Elliott

Secretary