



Unley Bicycle User Group

City of Unley, South Australia

Wood-Weller Bikeway Stage 5 - Community Consultation

Please accept this submission from the committee and members of the Unley BUG. This submission is prepared by the Unley BUG Committee on behalf of our 390+ current members to ensure the interests of people who cycle, walk and use mobility aids in, to and through our City are met in the above stated project.

Overview

The Unley BUG Committee is excited to see the fifth and penultimate stage of the Woods-Weller bikeway move one step closer to a reality. We acknowledge the council design team's efforts at reaching a solution that seeks to balance the competing interests of safety for people walking and cycling, local amenity, narrow residential streets and a high (car) traffic environment.

Overall, we are optimistic the project as proposed will improve conditions for people travelling through the area by bike and especially for those walking. Our detailed thoughts about each of the three locations of the project, including some ideas for how the proposal could be further enhanced, are as follows:

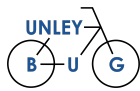
Location 1: Wood St to Heywood Park

We welcome the changes to intersection priorities, lowering of posted speed limits, narrowing of car lane widths and provision of buffered bike lanes. Together, these improvements will contribute to slowing car traffic and thus reducing the likelihood of injury for people on bikes and on foot. Furthermore, the changes will make the transition from Wood St to Heywood Park (and vice-versa) intuitive and further reinforce the visibility and prominence of cycling as a legitimate mode of transportation. The addition of a zebra crossing will also significantly improve safety in accessing the park, especially for those walking.

However, we would like to see further improvements to this design, particularly in the most dangerous segments where people on bikes are made to share the road with high volumes of car traffic. We urge the council to **introduce physical separation** in addition to the painted buffered bike lanes. Not only is physical separation unquestionably safer, it also provides additional *perceived* safety. We ask council to consider: would you be comfortable with a family riding together on the painted bike lanes alongside a road with 6000+ cars per day travelling nearly 50km/hr? What about a child riding alone?

We understand that, according to council's own guidelines established in the Walking and Cycling Plan 2022-2027, Northgate St falls firmly into the category of streets where physical separation should be provided (**Figure 1**). The physical separation implemented could be relatively unobtrusive, taking the form of simple concrete kerbs such as in sections of the Marino Rocks Greenway (**Figure 2**).

If council deems that providing continuous physical separation is not politically feasible, we strongly urge that some **separation be included to protect people cycling at the most**



Wood-Weller Bikeway Stage 5 - Community Consultation

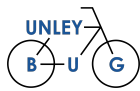
dangerous locations on the route, namely when cars are likely to cut the corner while turning left, both at the Wood St / Northgate St intersection, and travelling west on Northgate St across Victoria St (**Figure 3**). We understand that any separation will need to take into consideration the turning circles of busses entering and exiting Victoria Avenue, but believe that a solution is still possible.

Finally, we believe that the roadway on Northgate St between Wood St and the zebra crossing East of King William Rd should have a surface treatment to reinforce its new status as a place where people walking and cycling are also welcome. This would ideally take the form of a raised, textured road surface - both changes that would work to further passively slow down car speeds. If this is not achievable in this project, then council should consider a painted treatment in the short term, followed by more significant changes when the street comes up for renewal.

Guide for establishing the suitability of cycling infrastructure based on traffic speed and volume

Cyclist facility	Traffic volume (vehicles per day)			85th percentile traffic speed		
	<3,000	3,000-5,000	>5,000	<40 km/h	50-50 km/h	>50 km/h
Mixed traffic	✓			✓		
Consider separation		✓			✓	
Separation			✓			✓

Figure 1: Guide for establishing the suitability of cycling infrastructure based on traffic speed and volume, taken from City of Unley Walking and Cycling Plan 2022-2027. Northgate St, with ~6,900 vehicles per day, falls squarely into the 'Separation' category.



Wood-Weller Bikeway Stage 5 - Community Consultation



Figure 2: An example of unobtrusive physical separation along the Marino Rocks Greenway.

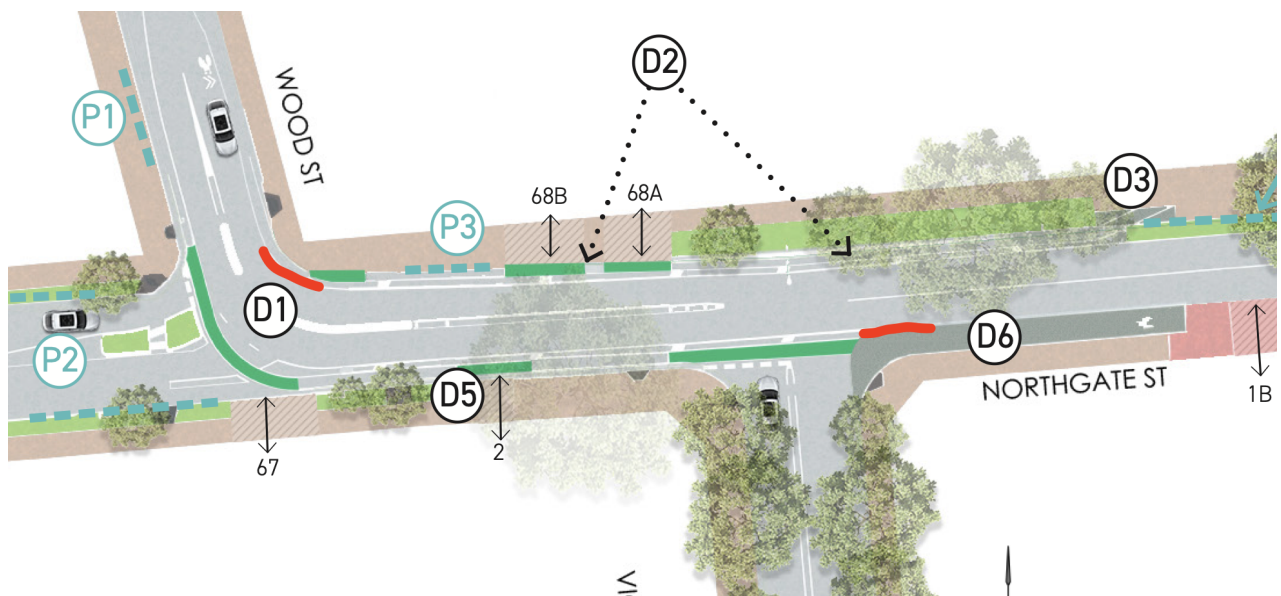


Figure 3: Areas (highlighted red) where physical separation is necessary to prevent people on bikes being left-hooked by cars cutting into the bike lane while turning.



Unley Bicycle User Group

City of Unley, South Australia

Wood-Weller Bikeway Stage 5 - Community Consultation

Location 2: King William Rd Intersection + Heywood Park improvements

The new zebra crossing proposed for East of King William Rd will be an unambiguous improvement to the accessibility of Heywood Park for both people on foot AND for people looking to enter/exit the park from the nearby Unley Neighbourhood Bicycle Route. The proposed kerb extensions for this and the westerly zebra crossing are especially welcome.

The new path through the park promises to provide a direct and intuitive connection from Whistler St to the remainder of the Wood Weller Bikeway and the new zebra crossing. However, it is unclear from the plans provided whether the new path aligns with the new zebra crossing. It is also unclear whether the new path is proposed to be lit at night. In terms of opportunities, council could consider the opportunity to make the junction of the new and existing paths in Heywood Park into a 'node' with seating, a drink fountain etc.

Location 3: Whistler Avenue at Heywood Park Entry

We welcome the additional landscaping in this location. However, we are unclear as to the benefits of providing physical separation between people walking and cycling entering the park. In our observations, Whistler Ave is quiet enough that many people walk on the roadway. As such, it is likely that these people (and those walking on the eastern footpath) will enter the park through the 'bike only' entryways in the middle of the street. Given this, we suggest a wider shared-use entry be considered, similar to those present on the Frome Bikeway in the City of Adelaide (**Figure 4**).



Unley Bicycle User Group
City of Unley, South Australia

Wood-Weller Bikeway Stage 5 - Community Consultation



Figure 4: Shared-use pathway and landscaping with minor, optional pedestrian separation on Frome St in the City of Adelaide.

Regards,

Daniel Grilli
Spokesperson
Unley Bicycle User Group
0437 323 379
ubug.secretary@gmail.com.au