In general Bike Adelaide applauds Burnside for these plans and would be happy to consult further once tangible designs are drafted. We urge council to consider how the precinct links to a greater network of safe and convenient cycle routes.

1. Victoria Terrace. The aim is great. We suggest a 2 lane, bi-directional separated bike path on the western side of Victoria Terrace. This bikepath would then easily connect to the PAC just to the west of the intersection with Kensington Rd, going north or south, connecting Sydenham Rd and Beulah Rd. (NPSP is proposing a PAC at The Parade/Sydenham Rd.)

This bikepath would allow parents and children who live in the larger block bounded by Prescott Terrace, Kensington Rd and Fullarton Rd to feed into Victoria Terrace to reach the Primary School safely.

We note that the car parking restrictions on the approach and departure to the Kensington Road PAC create a wide kerbside lane. This could be used to host a short section of bike lane, enabling some of the cyclist crossing route to occur on-road rather than through the footpath, which is narrow for sharing with pedestrians. (We doubt DIT would approve of building a kerb extension at the PAC, which would involve significant relocation of infrastructure.) Narrowing Victoria Tce at Kensington Road would enable a wider footpath area to be provided at the corner, facilitating cyclist turning movements. The timing at this PAC can be long.

2. Stuart Road and Dulwich Avenue Streetscape. This is a great idea. However, in Australia (and other Anglophone countries), roundabouts are designed on a tangential basis, which presents a particular crash risk for cyclists. Rather than simply delineating or highlighting with green pavement marking, this roundabout should be redesigned to a (Continental-style) radial design basis. Radial roundabouts have a better crash record for cyclists. They also promote lower speeds, so generally reduce all crashes.

3. Grant Ave. BikeADL members (and Burnside BUG) have wished for this route to be changed as there are heavy car traffic and buses on Grant Avenue and the design of the squeeze point tangential roundabouts puts cyclists at risk. Far better is to link the western end of Grant Avenue (and Vic Park crossing) through Thomas Pl to Alexandra Avenue. Making Thomas Pl access only/ no through route to car drivers would help. Some consideration would be needed to facilitate cyclists turning right (southbound from Thomas Pl onto Grant) and right from Thomas Pl (west) onto Alexander Ave. Alexandra Ave is wide and has very little car traffic even at rush hour. It also ends at Portrush Rd close to a PAC.

Again, roundabouts along Grant St need to be redesigned to a radial basis. In the last 5 years, there have been two bike crashes at Gurney Rd roundabout and two at Webb St roundabout in addition to those at Prescott Tce.

4.Conyngham St. Another excellent idea but further consideration of designs is needed.

5. Grant Ave and Gurney. Problem solved, go on Alexandra Ave.

6. Toorak Gardens Cut-through Traffic. Another excellent idea.

7. Cleland Ave. We support 30 kph on residential streets

8. Giles St. Generally agreed. NPSP plans to install a median crossing of Kensington Rd at George St/Giles St, which will make car right turns out impossible but host crossing points for pedestrians and cyclists. This is likely to draw cyclists, who have few good crossing points of Kensington Rd.

Due to the impact of roundabouts on cyclist safety, we do not support installation of a roundabout at Alexandra Ave/Giles St.

9. Main Ave. Good idea

10. Glenunga Ave. Excellent idea.

11. Webb St and Hewitt Ave. Another excellent idea. The paths south of Hewitt St are used by cyclists for access - at low speed, thanks to their narrowness - so any kerb build-out should allow them to mount the kerb. The bollards at Watson Ave and Maddern Ln do not comply with Austroads Part6A guidance and should be removed and the "no stopping" signs at Maddern Ln relocated to where they do not create a squeeze point for cyclists. (We are aware of a cyclist having hit one of these bollards, although at low enough speed not to suffer injury.) We believe the squeeze points created by the bollards would currently make the footpath too narrow to satisfy DDA access requirements. Some realignment of the footpath close to Maddern Ln could address the safety concern of poor sightlines (especially if the bollards and street poles were moved out of the way.)

12. Bevington Rd and Portrush Rd. Another excellent plan. If a seagull island is installed, we'd like to see a kerb ramp/path over this for cyclist access. It isn't easy to cross Portrush Road and although this isn't a major cycling route, we wouldn't want to see another barrier to cyclists.

13. Dulwich Ave and Fullarton Rd. Good idea. Cyclists can go north or south on the service rd to reach Grant Ave or Greenhill Rd, although the service rd isn't as safe and convenient as might be expected, thanks to cars accessing building driveways, side streets and on-street parking. In fact, we query whether timed parking could be removed on the eastern side to allow a bike lane to be provided, with parking for loading purposes allowed (on the basis that much of this is loading already and loading creates a temporary impediment compared to 1-hour parking.) Currently, the access across Dulwich Ave from the service road is poor, introducing cyclists at a point where traffic on Dulwich Ave is not expecting cyclists; and there is no median shelter in Dulwich Ave to act as a refuge, just a narrow gap in a narrow median.

A new crossing of Fullarton Rd is needed, rather than funneling all bike traffic to Grant Ave. Dulwich Ave is the obvious choice for drivers and would be a great way of providing cyclists and pedestrians access around the southern end of Pakapakanthi (Vic Park) during events such as the imminent Adelaide 500. However, this would also attract traffic. We also note that, currently, the kerbside traffic on the approach to Greenhill Rd queues back as far as Grant Ave in peak periods.

We have been working on an idea of how to deliver active transport crossings of arterial roads in congested conditions without compromising road capacity and a preliminary review indicates that this could function at Albert St. This would be an innovative treatment to discuss with DIT.

14. Moore St. Agreed that there is a need to upgrade Moore Ave to be safer for pedestrians close to the hospital.

However, if an "upgrade" of Moore St is used to provide additional parking, this would attract additional traffic to the street and precinct.

15. Gurney Rd. Provide a safe cycling route to Rose Park Primary from the south. Recommend similar treatment to Victoria Terrace. As mentioned, change the roundabout design base from tangential to radial.

16. Webb St and Watson Ave. Good idea. As mentioned, the footpaths are used by cyclists for access and any build-out should facilitate this. The bollards should be removed.

17. Warwick Ave. This is a link road from Conynham St and allows access to Ferguson Sq. The Square has a grey bollard in the middle of it, non-compliant with Austroads Part 6A. A cyclist has hit this and it makes DDA access difficult. It appears to have no purpose and should be removed.

18. Flemington St. Good idea to create an off-road bikepath adjacent to Flemington St. Cars accessing driveways are a common hazard for footpath cycling; the new off-road path should be provided with clearance to the property line. An edging continuous along the path over driveways would also help to remind drivers that they are required to yield to pedestrians.

19. Birkin St and Greenhill Rd. While we agree that this crossing design isn't perfect, we query the level of hazard presented to its users. Our 2025 Super Tuesday counts found 236 pedestrians using this location from 7-9am, though our counter didn't record how many actually cross Greenhill Rd here, compared to walking along Greenhill Rd. About 30 cyclists

crossed Greenhill Rd. In the five years from 2020-2024, there was one crash recorded involving an active transport users - and that was a cyclist. It is likely that platooning of vehicles at Greenhill/Fullarton leads to gaps in the traffic that are acceptable for crossing only three lanes of traffic. The fact that people choose to cross between Glen Osmond and Fullarton Roads across three lanes of uncontrolled traffic indicates that they do not value the safety of the signalised crossings at these intersections above the convenience of crossing at Birkin St.

In particular, while it could be assumed that DIT's management of signals aims to achieve a pedestrian waiting time target equivalent to Level of Service (LOS) D as defined by Austroads – an average delay of 30 to 40 seconds, at which point delay to pedestrians “would be noticeable and irritating, increasing likelihood of risk-taking” – the actual performance seen at least at pedestrian signals in the City of Adelaide is more typically LOS E in peak periods – an average delay of 40 to 60 seconds, where “delay approaches tolerance level, risk taking behaviour likely”; or LOS F – an average delay of over 60 seconds, where “delay exceeds tolerance level, with a high likelihood of pedestrian risk taking.” This was thanks to cycle times of up to 150 seconds. Conditions were marginally better interpeak, with some LOS D seen, but we would not be surprised if cycle times closer to 150 seconds apply along Greenhill Rd during peak periods. The PAC at Magill Rd/ Osborne St has recently been coordinated with the DIT traffic signal system, and has been reported to now be causing delays of between 26 and 85 seconds - the latter falling solidly into the range at which pedestrian risk taking is likely - and also applying to cyclists who use this crossing.

Hence we are not convinced that signals that create a high level of frustration and delay are necessarily an improvement. Notably, at Greenhill/Fullarton Rd, only 151 pedestrians were counted during Super Tuesday, yet despite this intersection being under signal control, one pedestrian crash was recorded in the 5-year record.

The biggest safety issue at the location is caused by right turns into/out of Beaumont Rd. If a PAC design is implemented that removes this and provides LOS C or above, then this would be considered an improvement.

20. Kingsley Ave. Good idea.

21. L'Estrange St. Another good idea.

22. Alexandra Ave. See above about using Alexandra Ave for the Burnside Bikeway rather than Grant Ave. We would prefer treatments that did not create squeeze points. There should be enough width to provide a bike lane between Prescott Ave and Thomas Pl.

23. Eastwood. We support 40 kph but would prefer 30 kph.

24. Main St. Agree to closure of Main St to cars.

25. Trust Lane. A good idea.

26. Winchester Lane. When exiting Winchester Ln, it can be difficult to see past parked cars and the wide streets present a long distance to cross. Cars using the east-west streets do not expect traffic from the Lane. We would have no objection to kerb extensions or other traffic management devices in the intersecting streets to narrow the pedestrian crossing distance and highlight the presence of the Lane to east-west traffic - this would be beneficial to pedestrians - as long as these did not create squeeze points for cyclists in these intersecting streets.

27. Brunswick Lane and Everett Ave. This isn't well understood. While it is explained that heavy vehicles are currently forced to reverse out of Everett Ave, reversing the one-way in Brunswick Ln would presumably fix the problem. It's not obvious how converting this to two-way adds anything positive to the situation.

28. Matilda St. In general we are against providing more parking spaces as this incentivises car use. However, in conjunction with a one-way treatment and 45 degree parking, this is unlikely in the area. A stobie pole on Matilda St causes a squeeze point in the footpath adjacent to the reserve. A design that could detour the footpath around the stobie, using one of the new planter beds, would improve walking conditions.

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Bike Adelaide

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