

# Overview – DIT planning studies 2020

Cycling – River Torrens Linear Path

Cycling – Inner and Middle Adelaide



Thank you for the opportunity to contribute. Together governments and communities can do great things.

## Necessity

To increase bike usage it is essential to fund bicycle infrastructure investments and to provide space for bikes on the road network. Without accepting these two fundamental requirements it is impossible to develop a quality network which encourages people out of cars. 5% of annual DIT investment expenditure should be allocated to the bike network or approximately \$80 million per year as a beginning. Key messaging at all levels should reinforce these requirements to the public.

## Our network priorities

Comfortable, Connected, Continuous, and Consistent. Suggested additional considerations to prioritise routes as part of strategic network planning include:

- Connect catchments to destinations – the ACC area continues to be metro Adelaide’s main destination due to the concentration of employment, services, entertainment and retail. However, even locally, the better that routes connect supply (residential catchments) and demand (destinations), the more they will be used and the more that goals around cycling will be achieved.
- Separated facilities – To attract the most cyclists, cycle routes need to be separated (or mostly separated) from traffic. Further, off-road paths designated for shared use create their own issues with pedestrians, particularly when volumes of walkers and/or cyclists are high, tidal and/or concurrent; being a second-best result in these conditions.
- An “8-80” network – this will be achieved in the first instance with a coarser grid of separated routes that can be accessed by low-stress connections, with 40km/h in residential streets helping to establish the appropriate local cycling environment, and safe crossings of major roads.
- Practical wayfinding – several wayfinding signage initiatives have been commissioned, installed, won awards, and failed to help users to find their way easily and intuitively. BISA favours a system based on Dutch best practice (explained later). Councils and DIT also need to commit to ongoing maintenance.
- Lighting for safety – with lighting being expensive to install, many routes remain dangerously dark. Where lighting is not provided on a local route for cost reasons, we advocate for solar-powered LED cateyes. These provide cheap path delineation and enable other users to be perceived, but have low installation and maintenance costs. Issues of backlighting and hazard delineation are also rarely considered as part of lighting.
- Tourism for all – apart from their economic tourism value, longer-distance tourist routes provide for many local trips. Tourist routes can also help in promoting positive attitudes towards cyclists, and form part of a local ‘cyclist lifestyle’ package that helps challenge car dependency.

## **River Torrens Linear Path**

Strategically, there should be a path on both sides of the River, accessible without stairs, to minimise the focusing of cyclists on any one path (and hence conflicts with pedestrians, etc); and so that one path can provide a detour route if the other is closed for works or affected by events.

Path width should reduce conflicts between riders and pedestrians.

The path surface should be maintained to a high standard for a comfortable and safe ride.

Bridge crossings overcome the barrier to access formed by the River and also allow route choice, notably shorter loop rides.

Schools within a short distance of the RTLP should be identified and all efforts made to develop an “8 – 80” local street connection to the RTLP for students.

In terms of planning studies, you would be aware of the joint Council River Torrens Linear Park Strategic Integrated Management Plan (2017). This theoretically forms the basis of each Council’s approach to its section of Linear Path, which is then expressed in its bicycle plan – noting that Council bike plans may not have been updated since the Management Plan was completed. We believe that a bridge from Linear Path to the NRAH was part of NRAH’s approved Development Plan, as was a signalised crossing into Gray Street. Renewal SA also commissioned the Riverbank Shared Path Connectivity Study (2017).

**Our identified priority projects are explained in the accompanying spreadsheet “DIT planning studies 102020-BISA identified projects”**

## **Inner and middle city access**

### **Highest priority: framework of separated and bikeway/greenway routes, 8-80 network**

An integrated network of separated routes providing regional connectivity and forming a framework for cycle use that can be accessed by low-stress connections.

Apart from the Greenways and Bikeways identified and acknowledged by the State government, we are aware of several opportunities to develop additional facilities. Our priorities revolve around these, plus critical infrastructure to connect, extend and improve the existing network.

Strategically, the use of these needs to be complemented with 40km/h in residential streets helping to establish the appropriate local cycling environment, adequate and appropriate bicycle parking, and safe crossings of major roads.

**Our identified priority projects are explained in the accompanying spreadsheet “DIT planning studies 102020-BISA identified projects”**

## Ancillary items

**Bike parking** is poorly treated by councils, both in terms of inclusion in the Development Plan and application/interpretation of Development Plan requirements in terms of the different user classes and facilities. Planning guidance regarding requirements would be of considerable assistance and decisions made now regarding buildings perpetuate for decades.

Better integrating bicycle use with **public transport**:

- DIT's strategy of increasing and improving **bike parking** (especially cages) at public transport nodes has been noted and is appreciated. Nonetheless, bike parking remains generally inadequate throughout the public transport network regarding amount/availability, convenience of location and quality (e.g. being undercover).  
Larger scale and better bike parking at public transport locations, integrated with good quality **local cycling routes** has considerable potential for use of bikes as 'last mile' access to public transport. Current approaches to bike parking at public transport nodes do not emphasise the integrated access requirements to a sufficient degree.  
A previous cyclist group has surveyed and submitted to the State government regarding parking at train and O-bahn stops.
- **Bike carriage on trains** – The current policy of requiring a separate ticket during peak hours is based on limited carriage capacity during these times, however it also applies to cyclists travelling in the (empty) anti-peak direction, at the further ends of the system where loading is less of an issue, and doesn't consider embarkation rather than arrival times. It discourages school children from train/ride and presents a less than welcoming aspect to tourist cyclists. It is also arguably discriminative, since other large items are not subject to the same restrictions.  
A change in policy that is more nuanced could easily be implemented as ticketing is verified by inspectors, hence no changes in machine ticketing are required, merely different rules given to inspectors to enforce.
- **Bike carriage on buses** – While implemented in other cities, this has not been implemented in SA. It is a supportive measure for commuter cyclists and facilitative for recreational and tourist cyclists. This could significantly improve the feasibility of cycling for Adelaide Hills residents, as well as provide a fleet of buses that can carry bikes during rail line closures.

**Bike 'n' ride** – While there are arguably few locations where DIT could encourage this, the car park associated with the previous Department of Transport offices at Walkerville provide an obvious and excellent opportunity, being located along the Linear Path.

**Contraflow cycling in one-way streets** – Contraflow cycling has been difficult to achieve in many council areas, despite research findings that this enhances safety and usable networks. The NSW RTA (now RMS) has issued Technical Guidance around contraflow cycling, however implementing "bikes excepted" has been overlooked by most SA councils.

Overseas, a policy of requiring contraflow cycling for one-way streets that meet certain criteria has been successful in opening up low-stress routes for network development with minimal effort and should be implemented in SA.

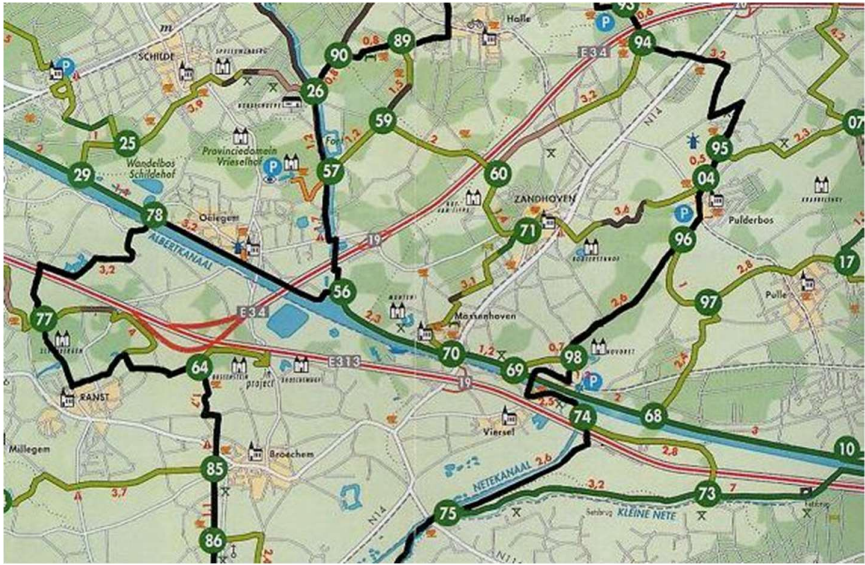
**40km/h speed limit for residential streets and CBD.** We recognise that reducing speed limits requires education and effort. All Councils within the outer ring route should have a 40km/h speed limit initially, followed by all residential streets and lower speeds in line with the Stockholm Declaration considered for areas.

## Wayfinding

Wayfinding is a high priority due to the lack of navigational aids, lack of differentiation between decision points and plethora of path choices. We propose the use of a Dutch signage system for the River Torrens Linear Path. Dutch authorities sign three levels of routes/networks:

- Long-distance routes
- Local routes
- Bicycle node network.

The node network system would have excellent applicability to the River Torrens Linear Path. Instead of signage based on name or branding, this approach numbers junctions (decision points) along a route as 'nodes', with neighbouring nodes indicated by an arrow pointing the direction and number of the neighbour. Some node locations also provide overview maps as an aid to navigation – these could also be available on-line. Once a route is decided upon, a simple list of node numbers can be used for navigation.



This system is ideally suited to the River Torrens Linear Path, with nodes and arrows painted on the path in the first instance. We suggest that a main Linear Path be designated and the node numbers on this route highlighted with a different treatment e.g. circled with a dashed line.

The advantages of this system are:

- The node numbers are easy to read and follow at speed. Having highlighted numbers on the main route provides immediately intuitive guidance, as an approach of simply following the highlighted numbers will keep you on the main route. For other routes, a list of numbers (as shown above) or simple directions (“Stay on the main path, turn right at 60”) provide robust and easily remembered navigational cues.
- Painting node numbers is cheap, easy, simple and fast to roll out. The system could be upgraded to signs on posts, again relatively simply and cheaply. Glow-in-the-dark materials, or a solar LED cateye/bollard/etc installed nearby, would make signage readable at night at little additional cost – helped by the very little information required to use the system.
- New nodes can be easily added to the system, supporting incremental roll-out and network growth. As the node signs hold very little information, they are small and inexpensive to produce, install and replace as nodes are added.
- Directions to nodes from adjoining streets would highlight the presence of the Linear Path.
- Council branding is limited to maps and map-based signs, hence doesn’t confuse or compromise the navigational value. The utility of the system isn’t based on whether someone else has identified a particular destination as being worthy of directional signage.
- Path users can design their own routes and easily follow these. To develop a fun-run circuit or other route using the Linear Path, bodies such as councils, local businesses, schools, clubs, etc don’t have to name, brand and separately sign these, but simply produce brochures showing node numbers. Nor do overlapping routes require overlapping signage as all are based on the same node numbers.

Local routes signage should be used as an overlay to indicate nearby services, e.g. shops, bike stores, Council offices. This should be a given set of destinations, as per other wayfinding guidance.

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