

A large white semi-truck with a red and black stripe is driving on a city street. The truck is viewed from the side and rear. In the background, there are trees, a street lamp, and a building. A 'WATCH FOR BICYCLE' sign is visible on the left side of the road.

Risky Rides 2022 survey results

Report – March 2023

Motor | Home | Travel

RAA at a glance



South Australia's largest
member-owned
organisation



Advocating for South
Australians for over
115 years



790k+
current members
(55% of SA adults)



400k+
insured
South Australians



1000+
staff employed
across SA



337k+
roadside rescues
per year



280k+
uses of the MyRAA app
fuel feature per month



5000+
solar panel installations
since 2020



5000+
SA travel experiences
booked per year



31k+
school students
educated on
road safety each year




8500+
child restraints
fitted or checked
each year



\$350k+
per year invested
in SA community
organisations

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Acknowledgement of Country

We acknowledge and respect Aboriginal peoples as the state's first peoples and nations, and recognise them as traditional owners and occupants of land and waters in South Australia.

Further, we acknowledge that the spiritual, social, cultural and economic practices of Aboriginal peoples come from their traditional lands and waters, that they maintain their cultural and heritage beliefs, languages and laws which are of ongoing importance, and that they have made and continue to make a unique and irreplaceable contribution to the state.

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Executive summary

For most children, learning to ride a bike is a rite of passage. Exploring the neighbourhood on two wheels provides young people a sense of freedom. Even parents who don't regularly ride a bike themselves recognise this and spend hours patiently teaching their children to ride.

For many, when we grow up and get behind the wheel of a car, the bike doesn't seem as appealing – which is a shame because cycling has so many benefits, both to the individual and to the community.

Replacing a drive with a ride is beneficial to our bank account and our physical and mental health. It's also great for the environment and benefits motorists and taxpayers too by reducing traffic congestion.

Attractive cycling trails are an effective way to boost the visitor economy. In 2021 research into the Australian cycle tourism market identified a market size of 6.9 million people. Research also found that visitation to New Zealand's 22 'Great Rides' cycle trails generated \$951 million additional tourism spend.¹

Australia has committed to net zero carbon emissions by 2050. Immediate and sustained action is needed to reduce light transport emissions if this is to be achieved. RAA believes a range of measures can help us get there, including adopting emerging drivetrain technologies such as electric vehicles, but we also believe that public and active transport – like cycling – has an important role.

The South Australian Government is committed to zero lives lost on South Australian roads by 2050. Between 2018 and 2022, 27 cyclists lost their lives in crashes on South Australian roads, so there is a need for action to make cycling safer if we are to achieve this goal.

We know that around one in five RAA members are cyclists and that many more would benefit from integrating cycling into their transport ecosystem.

As a leading road safety and mobility advocate, RAA supports improved cycling infrastructure for South Australia that increases cycling participation for all riders and improves the interaction between cyclists, pedestrians, and motorists. In September and October 2022, we asked the public to identify gaps in South Australia's cycling infrastructure through our "Risky Rides" survey. We heard from nearly 400 people that identified nearly 800 opportunities for government to improve cycling. This report presents the results of the survey as well as key areas for further investigation to improve cycling safety and accessibility at the top nominated locations, and also across metropolitan Adelaide.

The findings of Risky Rides demonstrates that cyclists want sensible investment to make their commute safer and to provide better connectivity with existing infrastructure. So, for our members who currently ride a bike, or for those who are "interested but cautious", we have listened. This report presents a suite of recommendations to improve cycling in SA. The key areas identified for further investigation and planning involve provision of safe and continuous on and off-road cycle infrastructure suitable for cyclists of all age groups and skill levels.

¹ [2021 Evaluation of Ngā Haerenga Great Rides of New Zealand \(mbie.govt.nz\)](https://www.mbie.govt.nz/evaluation-of-ngā-haerenga-great-rides-of-new-zealand)



South Australia's Risky Rides

The 2022 Risky Rides survey asked cyclists to nominate specific gaps in infrastructure that made them feel unsafe or caused them to take unsafe routes. Nominations have been counted and the locations with the most nominations are shown below.



Top 10 nominated roads

1	2	3	4	5	6	7	8	9	10
Greenhill Road	Main North Road	Payneham Road	South Road	Fullarton Road	North East Road	Frome Street	Port Road	Sir Donald Bradman Drive	Portrush Road

Top 5 nominated paths and public spaces

1	2	3	4	5
River Torrens Linear Park Trail	Adelaide Park Lands	Tapa Martinthi Yala (Northern Connector)	Dry Creek Trail	Coast Park Path

Top 5 nominated specific gaps

1	2	3	4	5
Frome Street Bikeway (Rundle Street to North Terrace)	Greenhill Road (Fullarton Road to Glen Osmond Road)	Adelaide East-West Bikeway	Richmond Road (Railway Terrace to Anzac Highway)	Coast Park Path (Semaphore to Grange)



South Australia's Risky Rides

160k

RAA members have cycled in the past year

12%

12% of cyclist crashes occur within the City of Adelaide

2,310

cyclists were injured (2,287) or killed (23) in a road crash between 2017 and 2021

1 in 5

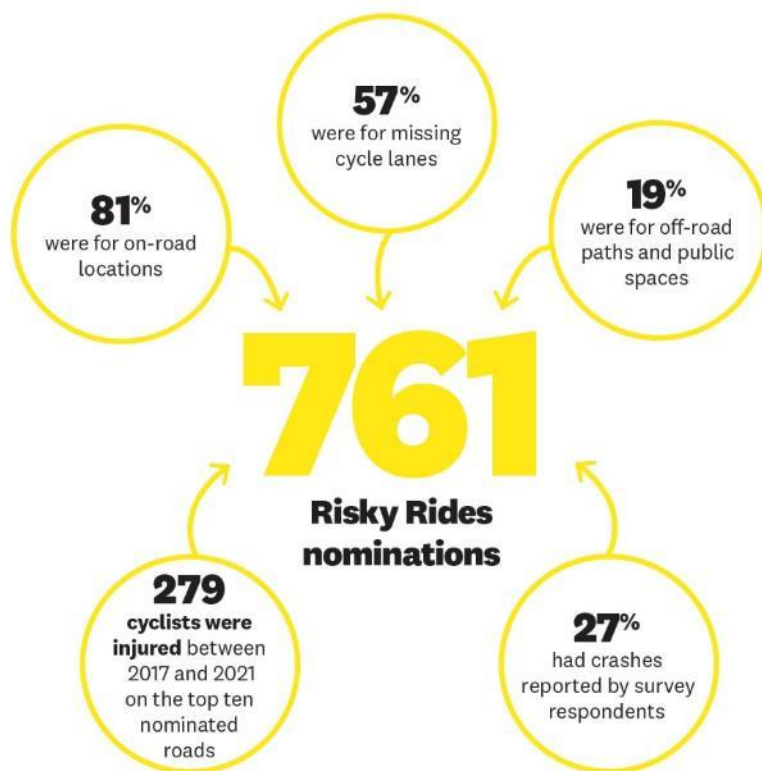
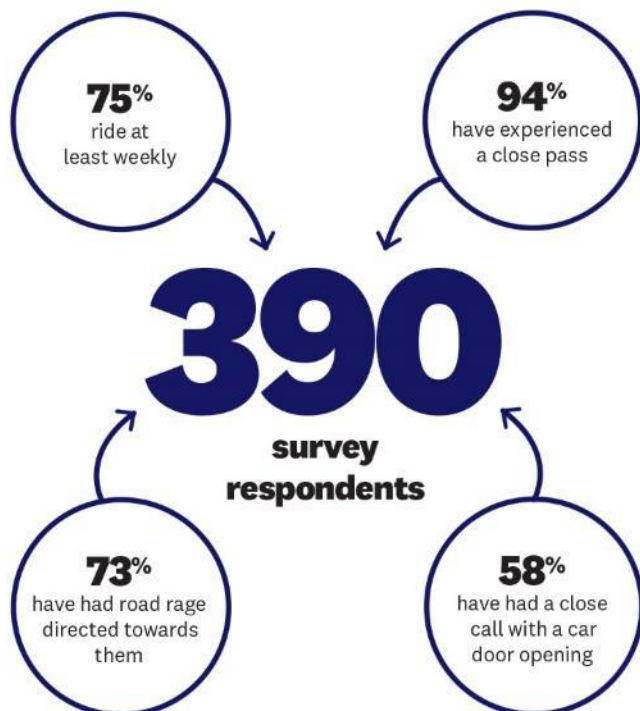
cyclist v motor vehicle crashes are attributed to the cyclist

13.3%

of casualty crashes in metro Adelaide involve a cyclist



Right angle and side swipe crashes involving a motor vehicle account for 54% of cyclist casualty crashes



Key opportunities

This report highlights many gaps and challenges with cycling infrastructure in Adelaide, requiring further investigation and investment. Whilst detailed corridor planning is required in many circumstances, there are also ample opportunities to improve safety and connectivity for cycling within Adelaide through targeted improvements at discrete locations.

The allocation of road space is a vexed issue and is the biggest challenge to the provision of cycling infrastructure. Current thinking needs to change in relation to provision of cycle infrastructure. Cycle lanes are often built to minimum dimensions, with these doing little to separate cyclists and motorists, especially when they do not provide continuous travel through intersections – a key theme raised across most of the top ten nominated road corridors. Even then, many cycle lanes only operate during peak hours, and are used for on-street parking outside of these peaks. Physical separation between cyclists and motor vehicles provides the best safety outcome, however, implementation can be challenging. Nevertheless, there are good examples of cycling infrastructure around Adelaide, which are better aligned with international best-practice, however there is still room for further improvement.



Figure 1: Separated cycle lanes installed by City of Port Adelaide Enfield council on Hart Street, Port Adelaide are an example of what 'good' looks like in relation to on-road cycle infrastructure and have created a much safer cycling environment.

Ultimately, increased uptake of cycling will not only provide benefits to those who cycle, but also the wider community through lessened congestion, reduced vehicle emissions, improved public health outcomes, and improved neighbourhood connectivity and amenity.

Opportunity 1

Provision of new shared paths adjacent to roadways in the Adelaide Park Lands has the potential to reduce reliance on arterial road corridors. Shared paths adjacent Greenhill Road and Main North Road were the most highly raised suggestions in the 2022 Risky Rides survey.

Opportunity 2

Within Adelaide, completion of the next stage of the Frome Street Bikeway between Rundle Street and North Terrace must be a high priority. Furthermore, a high number of nominations for east-west roads through the city indicates that there is still high demand for the provision of an East-West Bikeway to provide safer movements and better connectivity between the east and west of Adelaide. The provision of an East-West Bikeway in Adelaide should be revisited because it is central to providing a more cycle-friendly city and encouraging more commuters to cycle into the city.

Opportunity 3

Ultimate completion of the North-South Corridor will deliver a major change in movement in and around Adelaide. Improved cycling connectivity must be delivered through the delivery of the North-South Corridor. Whilst the current South Road surface road has minimal provision for cyclists and is not a popular cycling route, it provides high connectivity with other cycling routes, both on-road in the east-west direction between Adelaide and the coastline, and with popular cycle corridors such as the Marino Rocks Greenway, Mike Turtur Bikeway, Westside Bikeway and River Torrens Linear Park.

Opportunity 4

Due to metropolitan Adelaide's grid-like structure, "diagonal" corridors that bisect the grid such as North East Road, Lower North East Road/Payneham Road, Port Road, Anzac Highway and Glen Osmond Road will always provide travel time and distance savings for cyclists commuting to and from the city when compared to alternative local-street bikeways. However, these corridors vary greatly in terms of the cycling infrastructure they provide. Therefore, any future planning needs to consider the primary function of these roads in Adelaide's road network, ensuring that cyclist infrastructure is a key consideration. Off-road bikeways adjacent these corridors vary significantly in infrastructure, and with further investment and robust planning, do have the potential to provide competitive alternatives to on-road cycling in terms of total commute time.

Opportunity 5

Major growth areas in Virginia and Buckland Park are currently "road-locked", with no safe or convenient active transport connection to metropolitan area across the Northern Connector/Expressway. The Stuart O'Grady Bikeway and Tapa Martinthi Yala generally provide a direct off-road cycling route adjacent the North-South Corridor, and an off-road, grade separated connection to this bikeway must be provided to these growth areas.

Notes

Notes on crash data

Unless otherwise specified, crash data quoted within this report is sourced from the Road Crash Data dataset uploaded by the Department for Infrastructure and Transport on the Data SA website². Crash data is for the five-year period between 2017 and 2021 (unless otherwise specified) because it is the most recent data available at the time of publishing this report.

Casualty crashes are defined as a crash where at least one person is injured or killed as a result of the crash. Property damage only crashes are not considered in crash data analysis within this report unless explicitly specified.

Units within the road crash database include animals and objects, but for the purpose of analysing the units involved in crashes, only human controlled units are considered unless otherwise specified.

Casualty crashes per 100 million vehicle kilometres travelled (vkt) have been calculated for some roads and road sections in this report for comparative purposes. The calculation for vehicle kilometres travelled is $vkt = \text{average annual daily traffic (AADT)} \times \text{length of road}$ and can be considered the approximate number of kilometres travelled by vehicles on that particular section of road. Crashes per 100m vkt allows for a comparison of historic crash risk across different road sections.

Notes on traffic volume data

Unless otherwise specified, recent traffic volume data quoted within this report is sourced from the Traffic Volumes dataset uploaded by the Department for Infrastructure and Transport on the Data SA website³. Traffic volume data quoted is from the most recent year available, however at times, this can be several years out of date.

Generally, this traffic volume data is only available for the state-maintained road network, and is presented as average annual daily traffic (AADT). This is the sum of traffic travelling in both directions on a two-way road over the period of one year, divided by the number of days in the year. AADT provides a useful snapshot of the average volume of traffic on a road section. However, due to its nature as an annual average, it does not represent seasonal fluctuations which can be prevalent due to popular tourism seasons throughout a region, as well as harvest season where daily heavy vehicle traffic volumes can be several times higher than an AADT figure would otherwise imply.

² Data SA, Road Crash data, accessed at <<https://data.sa.gov.au/data/dataset/road-crash-data>>.

³ Data SA, Traffic Volumes, accessed at <<https://data.sa.gov.au/data/dataset/traffic-volumes>>.

Introduction

Cycling in South Australia

Cycling and Walking Australia and New Zealand conduct a National Walking and Cycling Participation Survey (“Cycling Census”) every two years. In 2021 this included a sample of 529 South Australians which revealed that South Australia had the second lowest cycling participation of any state or territory, with only New South Wales recording lower figures.

Perhaps the most worrying statistic for transport planners is that South Australian cycling participation is at the same level (or worse) than it was 10 years earlier in 2011 – with respondents in both Adelaide and Regional SA reporting no material increase in cycling participation in the week, month or year prior to the survey. In fact, South Australia was the only state or territory that recorded a decline in the median hours ridden compared to 2019, reducing from 3.6 to 2.4 hours.

Despite this, South Australia reported that 57% of respondents were either “interested” or “cautious” about cycling.

By contrast the 2021 ABS Census paints a slightly different picture, at least for cyclists who commute to work. On census night, on 10 August 2021, 1.1% of SA workers who travelled to work did so by bicycle. This was only slightly lower than Victoria (1.3%) and greater than Queensland (0.94%), Tasmania (0.88%), Western Australia (0.84%) and New South Wales (0.71%).

Survey design and methodology

This is the second iteration of RAA’s Risky Rides survey. The first version which was conducted in 2020 sought to identify improvements to existing infrastructure. The 2022 Risky Rides online survey was designed to encourage respondents to identify gaps in cycling infrastructure throughout South Australia. Gaps refer to locations where the respondent felt there was a need for a new piece of infrastructure, rather than a need to improve or repair existing built environment. Respondents were asked to select from a list of infrastructure types such as bicycle lanes, off-road bike paths, bike storage, signage, bike crossings, tunnels/bridges and more. Respondents could also specify their own infrastructure type if their nomination was not included in the pre-defined list.

The research objective of the survey was to develop a credible crowd-sourced dataset that could be used to make recommendations to government to improve the cycling experience in South Australia. The survey data has been used to craft a set of recommendations that would ultimately provide better safety and mobility outcomes for existing cyclists and encourage more people to adopt cycling.

The survey opened in September 2022 and was promoted to the public via an [article](#) in The Advertiser, which appeared online on 26 September, and through RAA’s social media and [e-news](#). The survey was also sent to a panel of RAA Members. Around three quarters of responses originated from the anonymous link, while a quarter were from direct email to RAA Members.

Respondents generously volunteered to complete the survey, as no prizes or incentives were offered. Cyclists, pedestrians and motorists were encouraged to complete the survey, as



most infrastructure used by cyclists is shared with other transport modes, we were interested in gaining the perspective of all interested parties.

The survey gathered data on respondent demographics and cycling participation, behaviours, and experience. The core component of the survey was a mapping tool that asked participants to drop a pin on the location where they felt there was unmet need for new infrastructure. The mapping tool used the Google Maps API to produce geospatial coordinates for each nomination. Further manual data cleaning was required which considered text descriptions of each nomination and the coordinates were adjusted accordingly.

Results

Profile of respondents

Throughout September and October 2022, the survey received 390 valid responses which have been included in the analysis. For a response to be considered valid, it needed to nominate at least one 'infrastructure gap' location. Respondents could make up to five nominations each. After cleaning the data 761 valid nominations were identified, representing an average of nearly two nominations per respondent.

The vast majority of nominations were from cyclists (94%), with some representation from motorists (5%) and a small amount of pedestrians (1%).

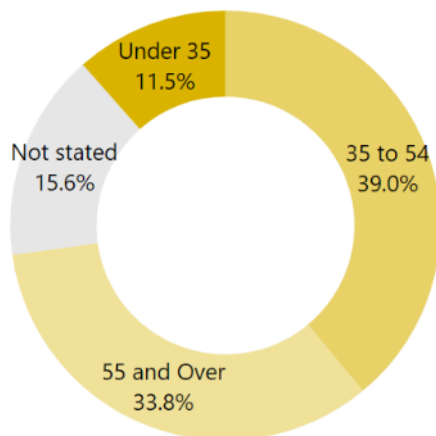
Gender

There were more than three times as many responses from males (63%) compared to females (20%), where the remaining 17% preferred not to state their gender.

The Cycling Census reveals that national cycling participation is somewhat higher among men, with around 46% of men cycling in the last 12 months, compared to 34% of women (2021). With this in mind, female cyclists are likely underrepresented in Risky Rides and further research could explore strategies to better capture their perspectives.

Age

The age profile of respondents demonstrated strong representation of the 35- to 54-year-old age group and the 55 and over age group.



N=390

Figure 2: Age profile of survey respondents

National data from the Cycling Census⁴ shows that, among adults, participation is highest among 30-49 year olds, followed by 18-29 year olds, with those aged 50+ having the lowest participation. As such, Risky Rides likely underrepresents the views of young adult cyclists and this is reflected in some of the data, for example only 9% of cyclists commonly commuted to study locations.

Location

Around 325 respondents provided a valid South Australian residential postcode and 90% of these were within Greater Adelaide.

The following shows a breakdown of residential locations, split by metropolitan and regional respondents:

Table 1: Residential regions of survey respondents

Region	Per cent of nominations
Metro Adelaide	90% of total
Southern Adelaide	32.2%
Eastern Adelaide	28.1%
Western Adelaide	21.0%
Northern Adelaide	14.6%
Adelaide Hills	4.1%
Regional South Australia	10% of total
Fleurieu and Kangaroo Island	40.0%
Barossa, Light and Lower North	26.7%
Yorke and Mid North	20.0%
Murray and Mallee	6.7%
Limestone Coast	3.3%
Eyre and Western	3.3%

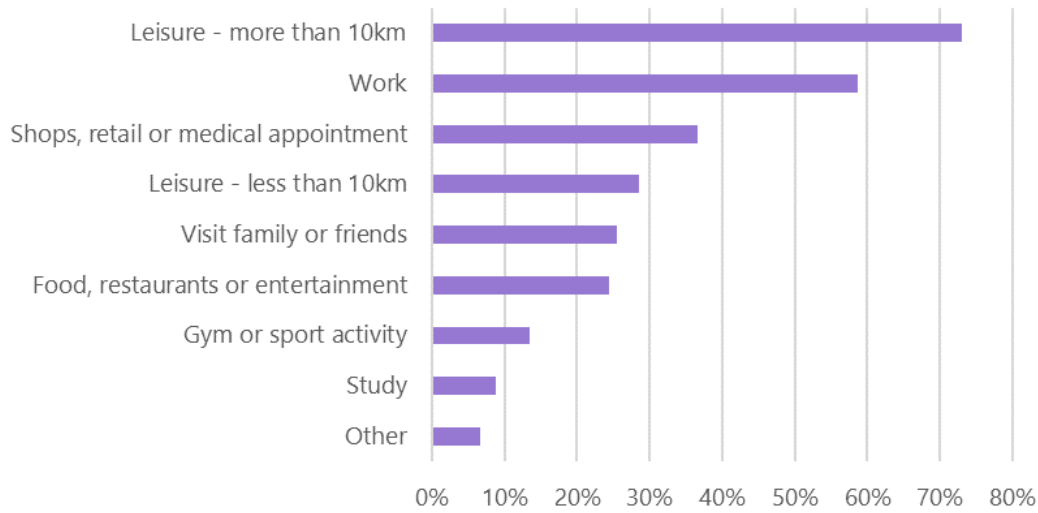
Type of cyclist

Most respondents were regular cyclists, with just under half (48%) stating that they rode their bike “most days” and around one quarter (27%) stating “at least weekly”. Around 7% were more casual cyclists, riding either once a month or less. Just under 3% of respondents stated that they “never” rode a bike, and the remaining 15% did not specify a cycling frequency.

Most respondents owned a conventional pedal powered bicycle, however 4% exclusively owned an e-bike, and 12% owned both an e-bike and push bike.

When asked to identify the “types of trip/s you regularly cycle”, leisure trips of more than 10km and commuting to work were the most common:

⁴ Cycling and Walking Australia and New Zealand (CWANZ), 2021, *National Walking and Cycling Participation Survey – 2021*, accessed at <https://www.cwanz.com.au/wp-content/uploads/2021/08/NWCPS_2021_report_v2.0.pdf>.

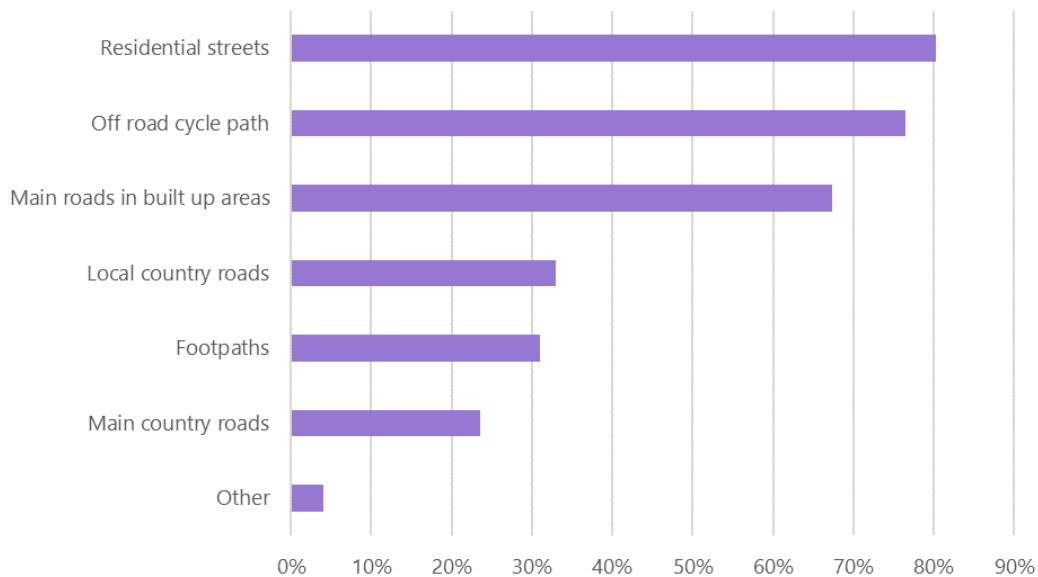


N=319

Figure 3: Types of cycling trip taken most regularly by survey respondents

The presence of cyclists who regularly ride more than 10km for leisure suggests that responses represent a more serious cyclist, rather than the casual hobbyist.

When asked to identify the “types of road/path they regularly cycle on”, residential streets, off-road cycle paths and main roads in built up areas were common:

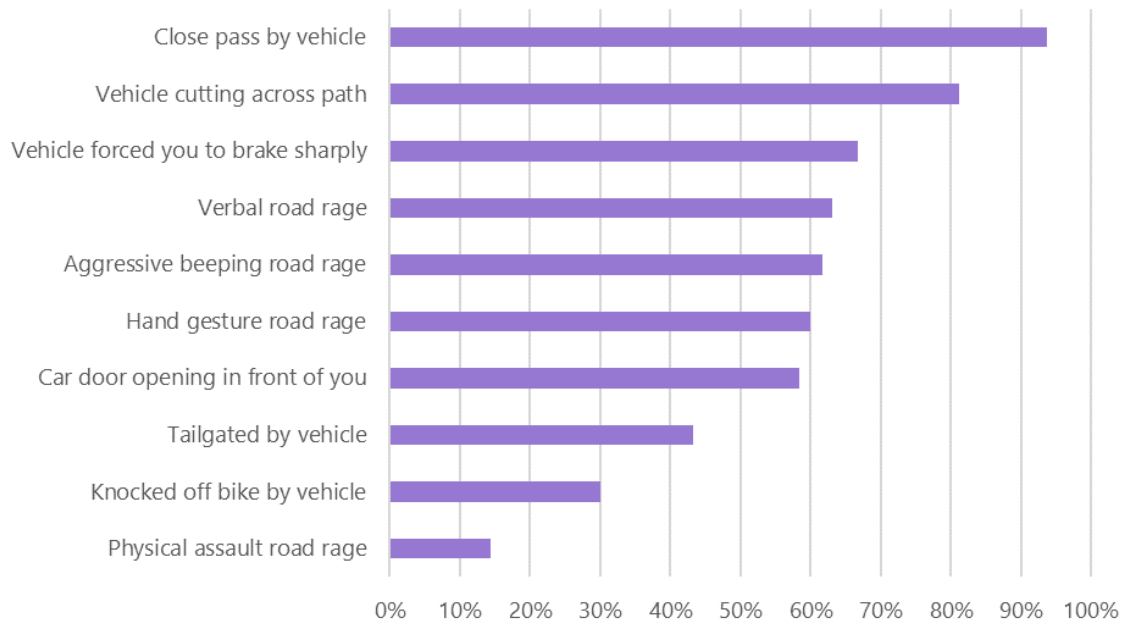


N=319

Figure 4: Types of road or path regularly cycled on by survey respondents

Negative experiences with motorists

The survey asked cyclists to discuss their experiences with unsafe driver behaviour. Responses revealed tension between cyclists and motorists, with many identifying risky behaviour from motorists, indicating that both better infrastructure and road user education is needed to ensure cyclists and drivers can share the road safely.



N=319

Figure 5: Negative interactions with motor vehicle drivers experienced by respondents

The most common occurrence among cyclists was reportedly “a close pass by a vehicle” which was a shared experience by 94%.

Similarly, many cyclists (81%) had experienced “a vehicle cutting me off when I have right of way” and around two thirds experienced an “overtaking vehicle forcing me to brake sharply”.

Unfortunately, three quarters (76%) of cyclists had experienced some form of road rage from a motorist. Separating by different options, 63% had experienced verbal road rage from a motorist, 62% had experienced “aggressive beeping” and 60% had experienced “rude hand gestures”.

Other concerning experiences included “a vehicle door opening in front of me” (58%).

Alarming, 30% of respondents reported “a vehicle has knocked me off my bike”.

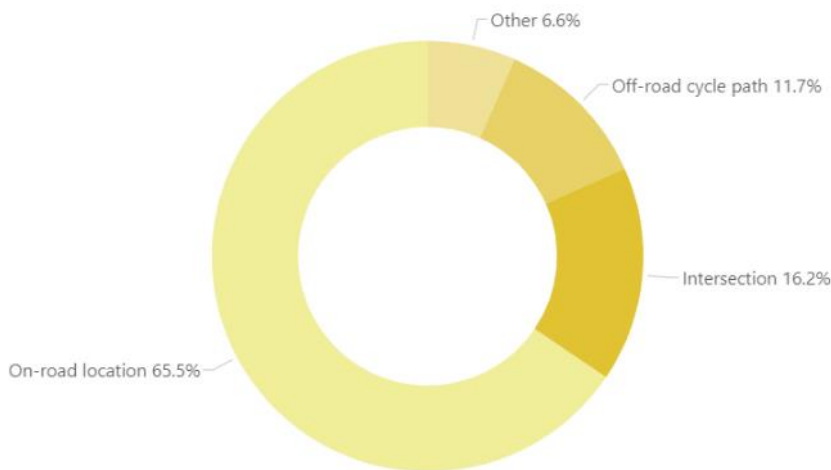
Around 14% of respondents reported that, in their opinion, motorists are “extremely impatient” with cyclists and 43% stated that motorists are “somewhat impatient”.

When asked whether they agree or disagree that “most of the time, I feel safe to share the road with motorists when I’m cycling” a majority (56%) of cyclists disagreed.

Overview of nominations

There were 761 Risky Rides nominations made by 390 respondents, equating to just under two nominations per person on average. Survey respondents had the opportunity to specify whether their nomination related to an on-road location or intersection, an off-road path or another public space.

- Two thirds of nominations (501) identified infrastructure gaps located at **on-road** locations (excluding intersections).
- Around one in six nominations (119) were for **intersections**.
- One in eight nominations (91) were for **off-road cycle paths**⁵
- The remaining 50 nominations were located at a **mix of public spaces such as parks**.

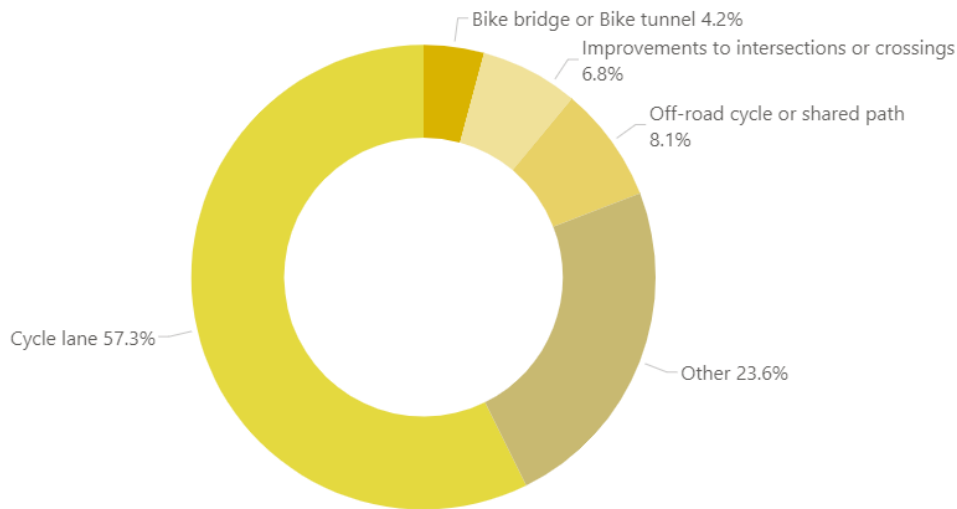


N=761

Figure 6: Types of location nominated by survey respondents

Over half of nominations identified a need for new on road cycle lanes.

⁵ Note that manual inspection of nominations identified that some on and off-road nominations referred to both a path and a road.

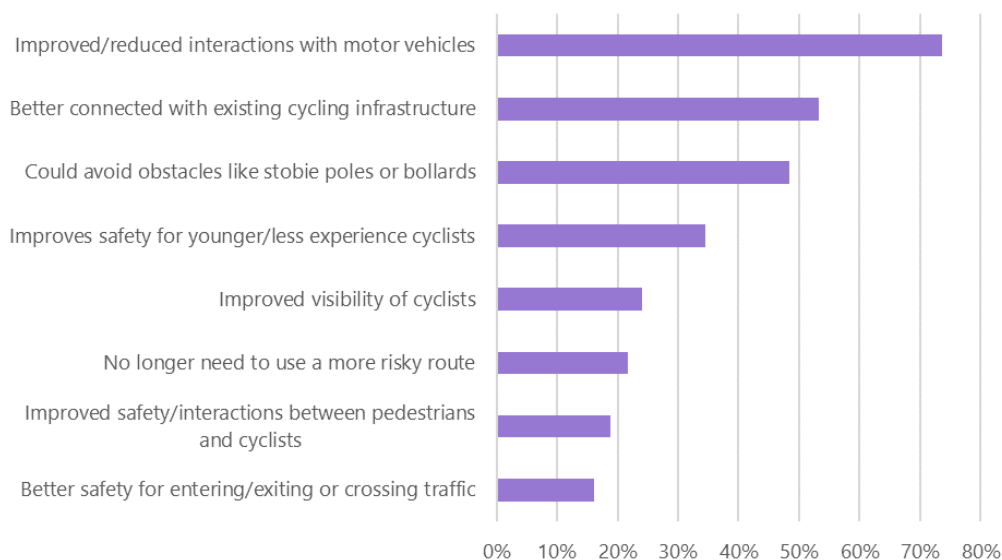


N=761

Figure 7: Type of infrastructure needed to improve nominated locations

A large number of infrastructure types received a relatively small number of nominations, and these have been grouped into the 'Other' category in the above figure. Some of these infrastructure types were guard rails, lighting, signage, bike cages or racks.

Respondents were given a list of possible benefits that new infrastructure would provide, and were able to select up to three options. Among cyclists the most common benefit was "improved/reduced interactions with motor vehicles" (74%), followed by "better connected with existing cycling infrastructure" (53%) and "could avoid obstacles like stobie poles or bollards" (48%).



N=761

Figure 8: Benefits to improving nominated locations

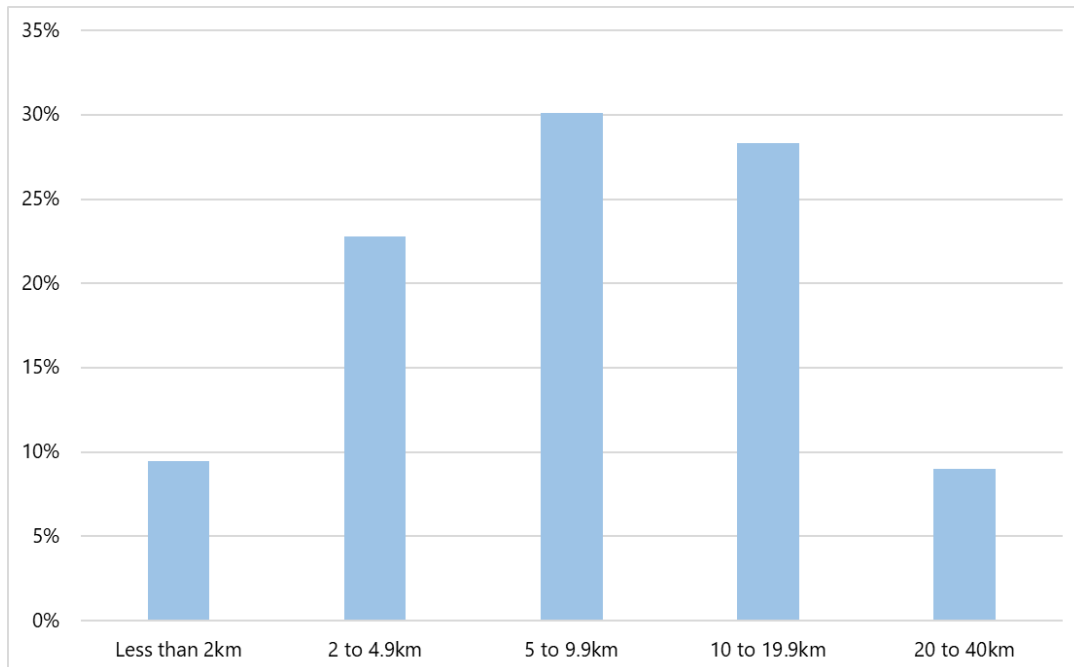
When asked what negative experiences they had at the nomination location, 68% of cyclists had experienced a near miss and 27% had experienced a crash.

Origin and destination of popular journeys

Respondents were asked to share the origin and destination of the cycling trip they take most often. We have calculated the distance of common trips 'as the crow flies' to gain a better understanding of the distances cycled by respondents.

Cyclists reported an average trip of around 9.4km each way and a median distance of 7.6km each way.

Results showed that respondents were a mix of cyclist types with just under 10% cycling for very short journeys of less than 2km, and just under 10% taking long journeys of 20 to 40km. Just under a third (30%) of all journeys were between 5 and 9.9km in distance.



N=614

Figure 9: Most frequent cycle journey lengths (approx.) undertaken by survey respondents

Top nominated roads, paths, and locations

Top ten nominated roads

Nine of the top ten nominated roads were metropolitan arterial roads, with the most raised issue in relation to discontinuous cycle lanes along these routes. Six of these roads provide direct access to the city, whilst three others form parts of the inner and outer city ring routes.

Between 2017 and 2021, one in seven (14%) cyclist casualties in metropolitan Adelaide occurred on these ten roads.

Table 2: Top ten roads nominated

Rank	Nominations	Brief Description
1	Greenhill Road	The section between Fullarton Road and Glen Osmond Road, including the Fullarton Road intersection was highly raised, as well as difficulties crossing Greenhill Road in various locations.
2	Main North Road	Many respondents raised the section between Nottage Terrace and O'Connell Street due to a lack of cycle infrastructure, whilst the section between Salisbury and Gawler also attracted a high number of nominations.
3	Payneham Road/North Terrace	Intersections along the corridor were singled out by more than two thirds of respondents, mostly for a lack of continuous cycle lanes.
4	South Road	Nearly three quarters of nominations were for intersections, with most issues raised regarding safety concerns for cyclists making east-west crossings of South Road at intersections.
5	Fullarton Road	Most nominations were at intersections and involved east-west cyclist movements across Fullarton Road rather than north-south travel on Fullarton Road.
6	North East Road/Northcote Terrace	Most nominations were for midblock sections and related to a lack of, or discontinuous cycle lanes.
7	Frome Street	Almost every nomination for Frome Street was for the missing part of the Frome Street Bikeway between Rundle Street and North Terrace
8	Port Road	Almost half of the nominations for Port Road related to various issues in the section between James Congdon Drive and West Terrace
9	Sir Donald Bradman Drive	Issues raised included dooring risk between West Terrace and James Congdon Drive, and intersections with Marion Road the most raised intersection along the corridor
10	Portrush Road	Half of nominations referred to the section between Greenhill Road and the South Eastern Freeway (Crafers Bikeway), whilst intersections at Payneham Road and The Parade also received multiple nominations for unsafe east-west movements.

Top five nominated paths

Several off-road paths were raised highly, with issues varied across nominations. Nominations included missing sections of path, flood-prone sections, poorly connected paths and dangerous crossings.

Table 3: Top five paths nominated

Rank	Nominations	Brief Description
1	River Torrens Linear Park	Path maintenance was raised in one third of nominations, with connectivity between the path and the CBD, as well as other paths also raised. Lighting in the St Peters area was identified as another concern.
2	Adelaide Parklands	A wide range of issues were raised by respondents nominating paths in the Adelaide Park Lands. Many nominations cited difficulties crossing various roads that pass through the Park Lands.
3	Tapa Martinthi Yala (Northern Connector)	Most nominations related to flooding of major road underpasses of Port Wakefield Road (Bolivar) and Salisbury Highway (Dry Creek), with path connectivity in the Bolivar area also raised as an issue. Some respondents also highlighted outer growth areas such as Virginia, that do not have safe access to the path across the North-South Corridor.
4	Dry Creek Trail	Nominations for the Dry Creek Trail were varied, with several nominations raised for the intersection with McIntyre Road/Wright Road (Modbury), and the point where the trail crosses Bridge Road (Pooraka). A need for a better rail crossing in Mawson Lakes, and path sealing were also raised by multiple respondents.
5	Coast Park Path	More than one third of nominations were for the missing 4.5km section between Semaphore and Grange, whilst other nominations were scattered along other parts of the route and typically involved incomplete sections between Moana and Port Willunga

Top five individual gaps nominated

Whilst many corridors and paths were nominated due to multiple issues or gaps along the length, there were several discrete sections (such as single section of missing bike lane, or a missing part of a bikeway) that received a high number of nominations in the survey. Some of these did not feature on one of the top ten nominated roads or top five nominated paths.

Table 4: Top five individual gaps nominated

Rank	Gap	Nominations	Brief description
1	Frome Street Bikeway (Rundle Street to North Terrace)	14	Missing section of bikeway
2	Greenhill Road (Fullarton Road to Glen Osmond Road)	13	Missing cycle lane
3	Adelaide East-West Bikeway	9	Strong demand for bikeway
4	Richmond Road (Railway Terrace to Anzac Highway)	7	Missing cycle lane
5	Coast Park Path (Semaphore to Grange)	5	Missing section of shared path

Crash data

South Australian cyclist crash statistics

Crash data referred to throughout this report is confined to crashes that occurred on a road, were reported to police, and resulted in injury to at least one person (unless specified otherwise). The current road crash data provided by the Department for Infrastructure and Transport on the Data SA website⁶ excludes crashes on off-road paths and those not reported to police. Therefore, it is reasonable to assume that cyclist involvement in crashes is underreported in this dataset, especially in the case of single cyclist crashes or crashes on off-road paths.

Over the ten years between 2013 and 2022, more than 5,000 cyclists were involved in casualty crashes reported on South Australian roads. Whilst there is an overall downwards trend in the annual number of cyclist casualties, this is driven by minor injury crashes.

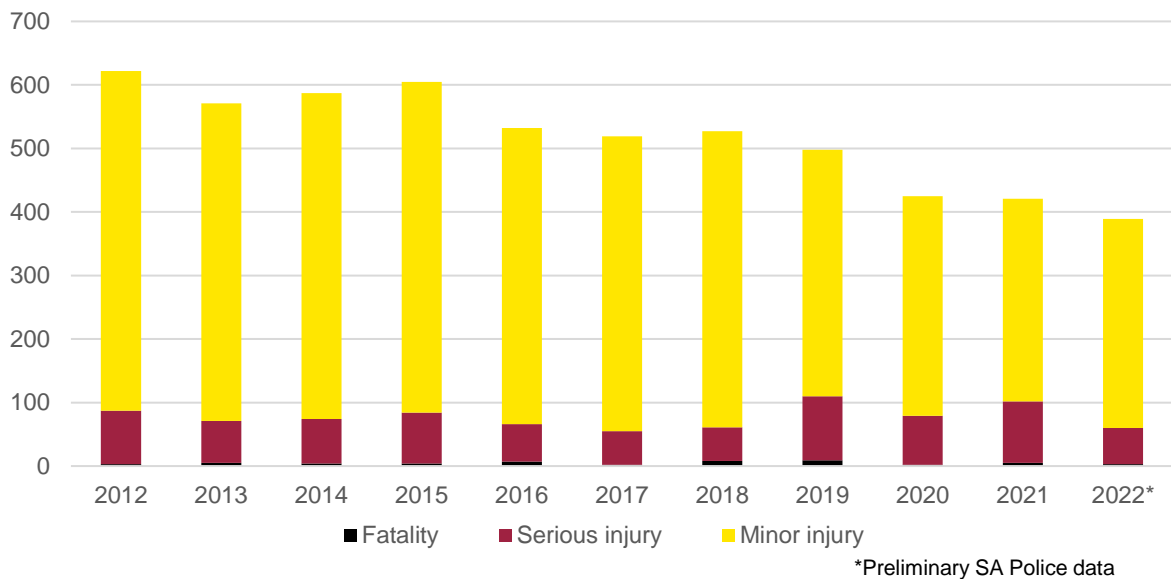


Figure 10: Cyclist casualties occurring in South Australia between 2012 and 2022 (11 years)

Despite the reduction in minor injuries, there appears to be a slight increase (on average) in the annual number of cyclist fatalities and serious injuries (FSI's) occurring, with an average of 70 cyclist FSI's occurring each year between 2013 and 2017, compared to an average of 82.4 cyclist FSI's occurring each year between 2018 and 2022.

⁶ Data SA, 2023, South Australian Government Data Directory, Road Crash Data, accessed at <https://data.sa.gov.au/data/dataset/road-crash-data>.

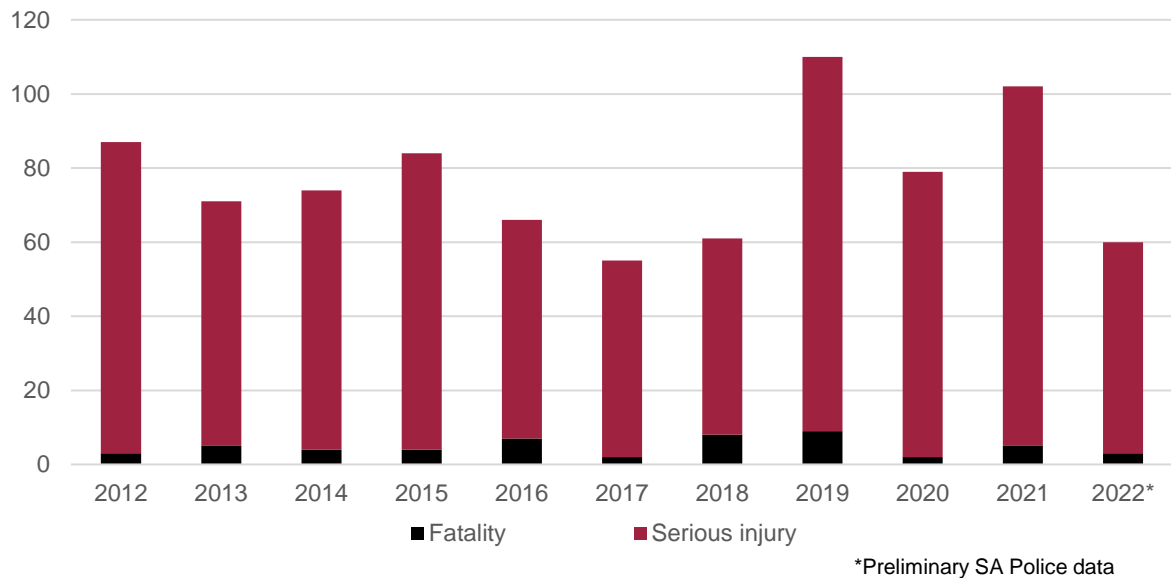


Figure 11: Cyclist FSI's occurring in South Australia between 2012 and 2022 (11 years)

Crash involvement

Between 2017 and 2021, 2310 cyclists were involved in road crashes resulting in injury or death. Of these crashes, 23 cyclists lost their life, whilst 359 sustained serious injuries and 1928 sustained minor injuries. Most crashes involved at least one other vehicle, or were a single cyclist-only. A low number of casualty crashes involved cyclists and pedestrians, or multiple cyclists.

Table 5: Units involved in cyclist casualty crashes between 2017 and 2021

Units involved in crash	Per cent of all cyclist casualty crashes
at least one cyclist and motor vehicle	72%
Single cyclist only	24%
Multiple cyclists only	2%
Cyclist and pedestrian	<2%

In casualty crashes involving both a cyclist and a motor vehicle, the cyclist was responsible for the crash in only one in five crashes.

Crash types

The most common cyclist casualty crash types are right angle (35%), side swipe (19%), roll over (13%) and right turn (13%) crashes. Roll over crashes typically only involve the cyclist, and sometimes a fixed obstruction – and account for 53% of single cyclist-only crashes.

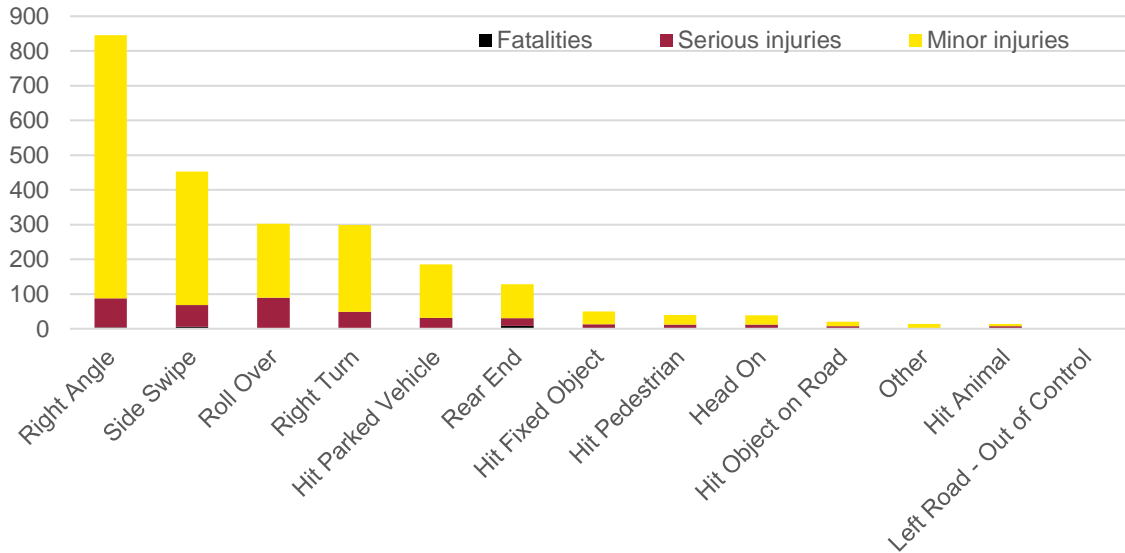


Figure 12: Cyclist casualty crash types occurring between 2017 and 2021

The breakdown of crash types varies when looking at FSI’s only, with right angle crashes still the most common, but accounting for a lower percentage of FSI crashes, at 23%. Despite making up less than 5% of all casualty crashes, rear end crashes account for the highest percentage of cyclist fatalities, at 31%.

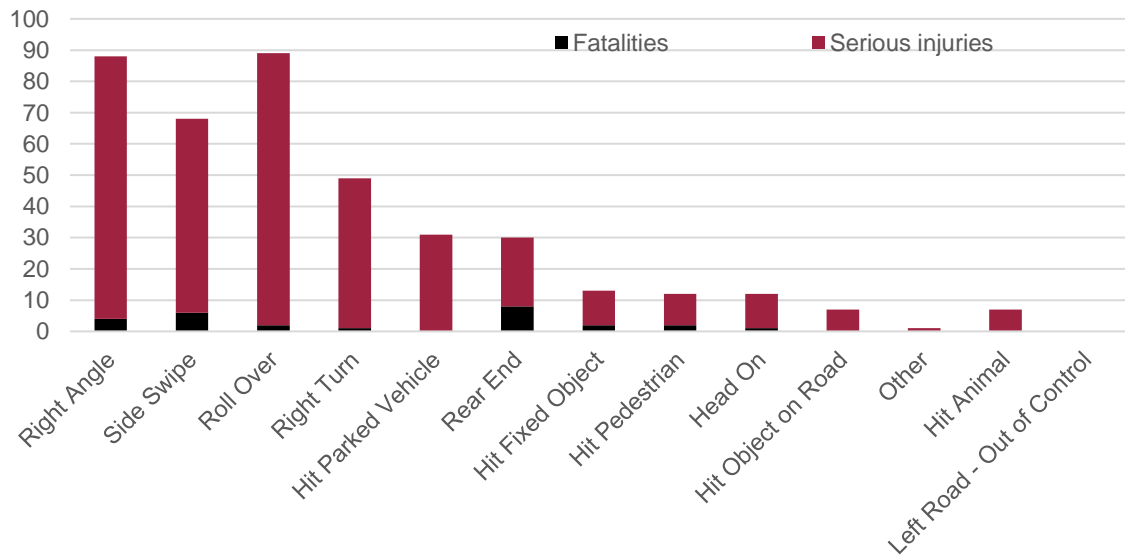


Figure 13: Cyclist FSI crash types occurring between 2017 and 2021

Day and month

Between 2017 and 2021, cyclist casualty crashes were more common on weekdays when compared to weekends, with an average of 1.3 cyclists injured in crashes every weekday, compared to 1 cyclist injured each day of the weekend.

There is a significant difference in the hour of day that crashes occur when comparing weekday crashes to weekend crashes. Figure 14 highlights that weekday crash occurrence strongly correlates with the morning and afternoon peak periods, whilst weekend crashes spike in the morning, with the frequency dropping off over the course of the day.

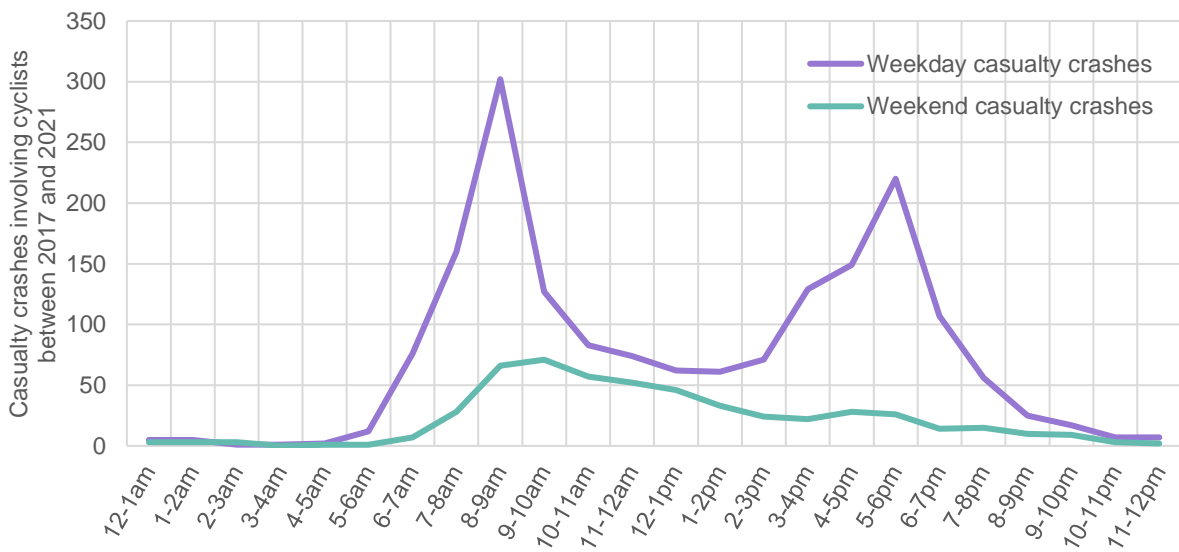


Figure 14: Cyclist casualty crashes by hour of day between 2017 and 2021

There is also some correlation between cyclist crashes and season, with fewer cyclist crashes occurring in the winter months which are typically cooler, wetter and have less daylight – and fewer people cycling.

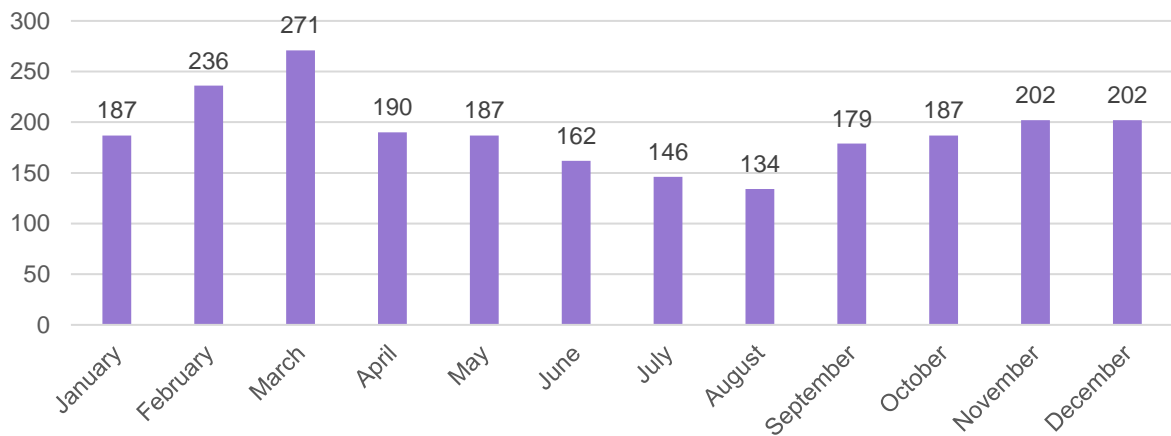


Figure 15: Cyclist casualty crashes by month between 2017 and 2021

Crash location

Between 2017 and 2021, 88% of cyclist casualty crashes occurred in metropolitan Adelaide, which for the purposes of this analysis doesn't include the Adelaide Hills. Almost 5% of crashes occurred in the Adelaide Hills, whilst 7% occurred in other regional areas.

Table 6: Cyclist casualty crash locations across South Australia between 2017 and 2021

Region	Cyclist casualty crashes
Metro Adelaide	2020
<i>Eastern Adelaide (includes city)</i>	775
<i>Western Adelaide</i>	538
<i>Southern Adelaide</i>	448
<i>Northern Adelaide</i>	259
Regional South Australia	263
<i>Adelaide Hills</i>	109
<i>Barossa, Light and Lower North</i>	30
<i>Limestone Coast</i>	28
<i>Fleurieu Peninsula</i>	27
<i>Eyre and Western</i>	21
<i>Yorke and Mid North</i>	20
<i>Murraylands</i>	16
<i>Riverland</i>	6
<i>Far North</i>	5
<i>Kangaroo Island</i>	1

Between 2017 and 2021, more than 1 in 9 (13.3%) casualty crashes in metropolitan Adelaide involved a cyclist. Adelaide recorded significantly more cyclist casualty crashes than any other suburb as it is a key destination for cyclists commuting for employment or study purposes, with almost 1 in 8 (12%) cyclist casualty crashes in SA occurring within the City of Adelaide (Adelaide + North Adelaide). Popular inner metro and coastal suburbs also feature prominently in the list.

Table 7: Top suburbs for cyclist casualty crashes between 2017 and 2021

Rank	Suburb	Cyclist casualty crashes
1	Adelaide	229
2	Norwood	56
3	Henley Beach	48
4	North Adelaide	46
5	Kent Town	27
6	Glenelg North	26
7	Magill	23
8	Glenelg	22
9	Torrensville	21
=10	West Beach, Stepney, Prospect	20

Summary of crash data on top nominated roads

In the five years between 2017 and 2021, 279 cyclists were injured, and one lost their life on the top ten nominated roads, representing 14% of all cyclist casualties in metro Adelaide on just these 10 roads. Right angle crashes were the most commonly occurring crash type on these roads, accounting for 30% of cyclist casualties, followed by side swipe (28%) and right turn (25%). Compared to the general cyclist crash statistics for South Australia (see Figure 12), side swipe and right turn crashes especially appear to occur at a higher rate on the top 10 most raised roads.

A cyclist was responsible for the crash in only 17% of crashes between cyclist and motor vehicles on these roads.

Table 8: Summary of crash data involving cyclists on the top 10 nominated roads

Road	Casualties	Top crash types
Greenhill Road	54	Side swipe (31%), right turn (26%), right angle (22%)
Main North Road	16	Side swipe (31%), right turn (25%), right angle (19%)
Payneham Road	41	Right turn (41%), right angle (22%), side swipe (20%)
South Road	23	Side swipe (50%), right angle (19%), right turn (15%)
Fullarton Road	14	Right angle (62%), roll over (14%)
North East Road	15	Right angle (47%), right turn (27%), side swipe (13%)
Frome Street	11	Right turn (55%), side swipe (45%)
Port Road	56	Right angle (46%), side swipe (30%), hit parked vehicle (13%)
Sir Donald Bradman Drive	30	Right turn (50%), side swipe (17%), right angle (17%)
Portrush Road	20	Right angle (40%), side swipe (30%), right turn (25%)

Top nominated roads, paths and individual gaps

Top ten roads

Greenhill Road (Hallett Rd – Anzac Hwy)

Risky Rides ranking	1
No. of nominations	27
Top Suggestions for improvement	<ul style="list-style-type: none"> • New cycle lanes • New separated cycle lanes • New shared path on north side via Park Lands
Cyclist casualty crashes (2017-2021)	54
Respondents involved in crash/near miss	2 (crash), 20 (near miss)

Greenhill Road is a busy arterial road extending for eight kilometres between Hallett Road in Burnside and Anzac Highway in Keswick. Greenhill Road also continues into the Adelaide Hills, terminating at Balhannah; however, nominations for Greenhill Road in the Adelaide Hills section were analysed separately to nominations for the Metropolitan Adelaide section as these sections are vastly different. Greenhill Road is under the care and control of the Department for Infrastructure and Transport and forms part of the Adelaide City Ring Route between Fullarton Road and ANZAC Highway.

Traffic volumes on Greenhill Road are very high, with an average of more than 51,000 vehicles per day travelling the section between Goodwood Road and George Street. An average of 43,000 to 46,000 vehicles travel along the George Street to Fullarton Road section daily, with traffic volumes gradually decreasing as the road approaches the Adelaide Hills. Greenhill Road is subject to a 60km/h speed limit.

Most of Greenhill Road is serviced by a part-time cycle lane, which operates between 7:00am and 10:00am Monday to Friday between ANZAC Highway and Hawthorn Crescent (Hazelwood Park). This cycle lane operates between 3:00pm and 7:00pm during the afternoon peak period. There is no cycle lane between Hallett Road and Hawthorn Crescent, and there are gaps in cycle lanes between Glen Osmond Road and east of Fullarton Road, especially in the westbound direction. The eastbound cycle lane also disappears briefly on the approaches to both Portrush Road and Devereaux Road, placing cyclists in a more vulnerable position at these intersections.

Greenhill Road is a popular cycling corridor due to its closeness to the city and several intersecting bike routes including the:

- Tusmore – Klemzig bike route (Northumberland St/Devereaux Rd)
- Toorak Gardens – Walkerville bike route (Cudmore Ave)
- St Peters – Glenside Bikeway (Stuart Rd/Conyngham St)
- Glenside Bikeway (Fullarton Rd)
- Belair – City Bikeway (Porter St)
- Mike Turtur Bikeway (King William Rd/Peacock Rd)
- Marino Rocks Greenway (Anzac Hwy)
- and several links into the Park Lands Trail.

Reviewing Strava heatmaps highlights Greenhill Road as one of the most utilised east-west cycling routes in the city and shows the many north-south cycling connections along the corridor.



Figure 16: Strava Heatmap showing relative cyclist volumes on Greenhill Road and around Adelaide (Source: Strava Heatmap⁷)

Survey responses

The top issue raised in nominations for Greenhill Road was the lack of a cycle lane in the westbound direction between Fullarton Road and Glen Osmond Road, followed by a missing cycle lane in the eastbound direction, immediately after crossing Fullarton Road. Several survey respondents also raised concerns with the Mike Turtur Bikeway crossing (at King William Rd/Peacock Rd) and with the Glenside Bikeway Crossing (in the vicinity of Fullarton Road).

⁷ Strava, 2023, Global Heatmap, “ride” activity only shown, accessed January 2023 at <https://www.strava.com/heatmap>.



Figure 17: The westbound cycle lane on Greenhill Road disappears shortly after crossing Fullarton Road

Sixteen respondents indicated that installation of cycle lanes would address their concerns, with 7 selecting conventional on-road cycle lanes, 6 selecting cycle lanes with a painted buffer, and 3 selecting cycle lanes with physical barriers separating cyclists and motorists. Several respondents also suggested that a new shared path on the north side of Greenhill Road through the parklands would result in less cyclists using the on-road cycle lanes, whilst a signalised crossing at Birkin Street (Glenside Bikeway) was also suggested as a possible improvement.

Survey respondents were given a list of issues that would be fixed by implementing improvements at their nominated location, with up to three able to be selected per nomination. More than four in five respondents suggested that improved/reduced interactions with motor vehicles would result, whilst two thirds suggested that Greenhill Road would be better connected with existing cycling infrastructure.

Two respondents reported being involved in a crash along Greenhill Road, whilst 20, or three quarters of respondents, reported being involved in a near miss.

The verbatim commentary below is typical of the commentary received by respondents who nominated Greenhill Road in the 2022 Risky Rides survey.

Detailed description of issue

“The cycle lane on Greenhill Rd westbound stops at Fullarton Road and resumes at Glen Osmond Rd. This causes a pinch point where a cyclist has to force their way out into three lanes of traffic.”

“3 traffic lanes heading east become 2. Cycle lane disappears across Fullarton Road when traveling east on Greenhill Road.

“Mike Turtur trail drops dead at KWR. Mixes with path”

Tell us about your negative experiences at this location

“The traffic accelerating west bound from the Fullarton traffic lights invariably cuts in very close to cyclists that no longer have the protection of the bike lane that exists for the previous several kms.”

“I have been forced into the gutter by a driver who overtook me trying to get into the inside traffic lane.”

“Car drivers often don't realise that the bike lane abruptly ceases at that point and that the road narrows, and, especially in peak hour traffic with both car lanes full, don't wait to overtake safely and will instead overtake with minimal distance”

How do you think an upgrade will benefit the community

“Because cyclists lack a good east west route from Burnside to Mile End and surrounds, Greenhill Road is a popular route. Ideally it needs a dedicated route as the bike lanes are limited to peak hours and cars are then parked along the road.”

“Ideally a more separated route would be better, but at the very least a conventional bike lane will allow easier passage for cyclists through the section of road, particularly at peak hour when vehicle traffic is often backed up.”

“It will be clearer for everyone where you're supposed to be on the road and so you can look out for cars/cyclists and pedestrians in dedicated spots rather than having to look all over the place.”

Crash data

Between 2017 and 2021, 54 casualty crashes on Greenhill Road involved a cyclist. When considering all casualty crashes on Greenhill Road, 20% of all casualty crashes on the road involved a cyclist, which is higher than the metropolitan Adelaide average of 13.3% of casualty crashes involving cyclists.

Side swipe, right turn and right angle crash types were the predominant crash type occurring on Greenhill Road, accounting for 80% of casualty crashes involving cyclists.

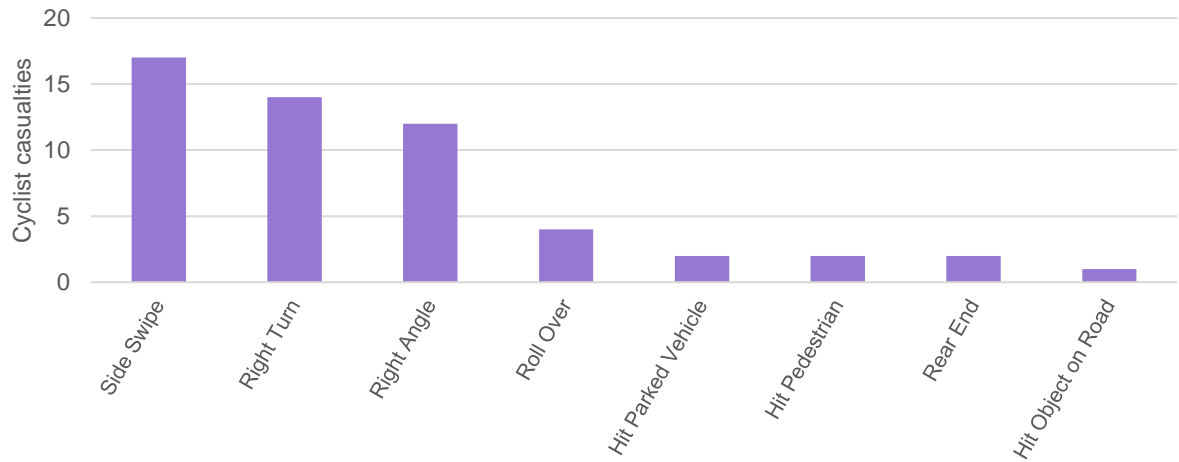


Figure 18: Cyclist casualty crash types on Greenhill Road between 2017 and 2021

Hot spots for cyclist crashes on this section of Greenhill Road are between Portrush Road and Fullarton Road, as well as between Glen Osmond Road and King William Road

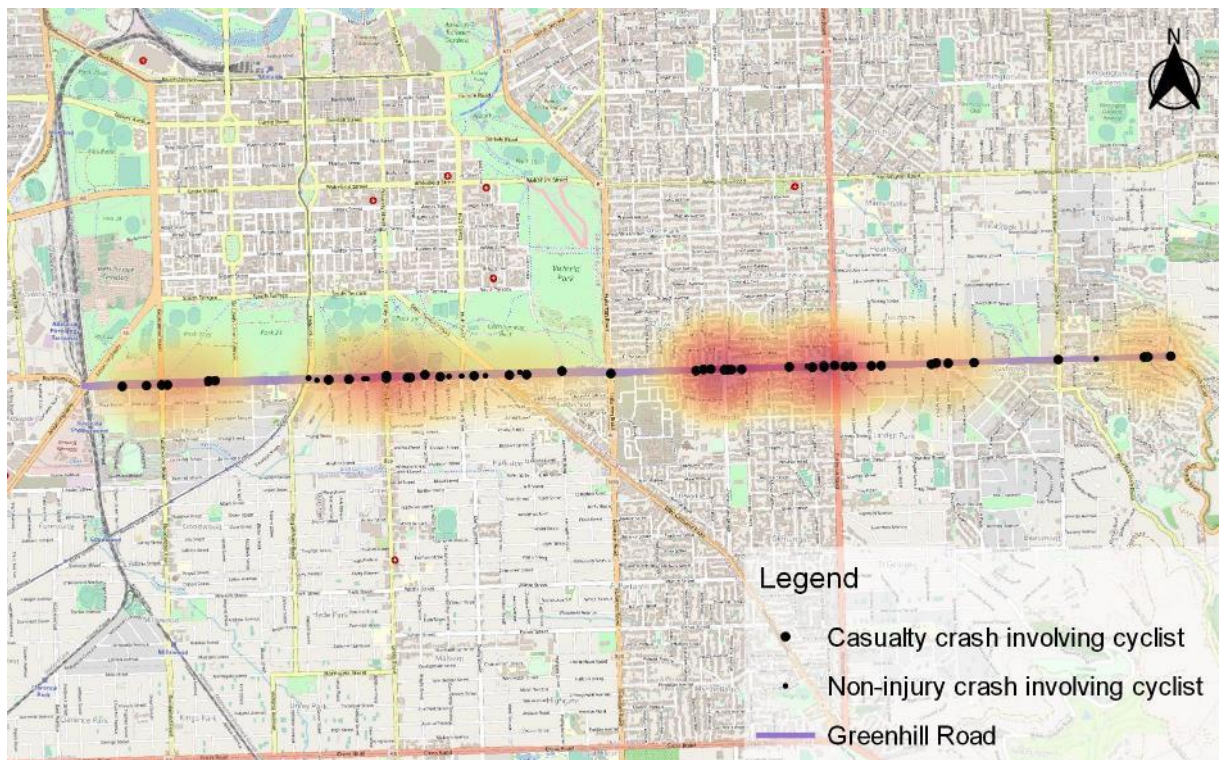


Figure 19: Heatmap of cyclist casualty crashes on Greenhill Road between 2017 and 2021

There have been no discernible changes in the rate of casualty crashes involving cyclists on Greenhill Road over the past ten years. Whilst there were fewer minor injury crashes in the most recent five-year period compared with the preceding five years, there were 50% more serious injury crashes.

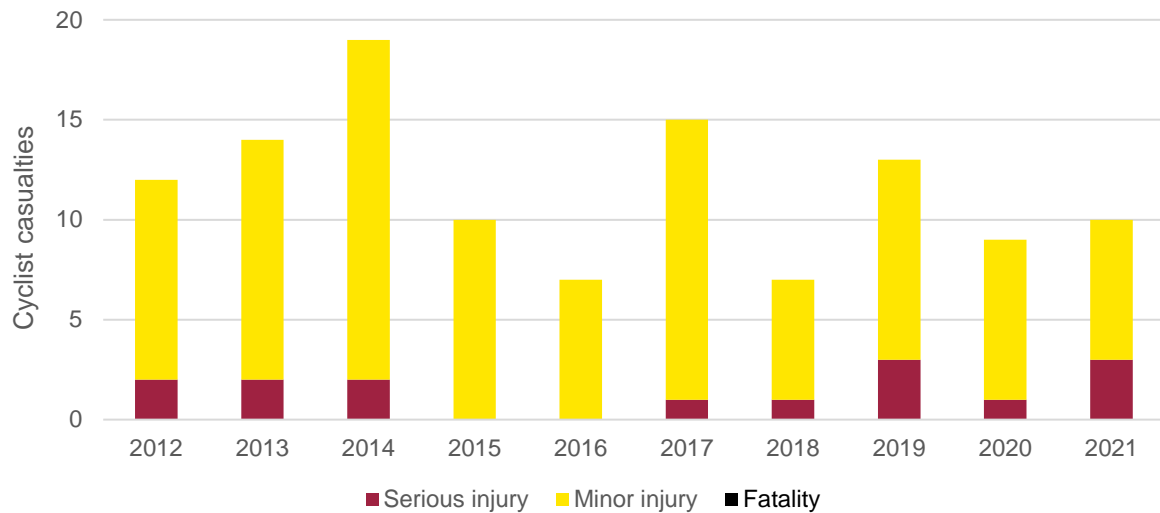


Figure 20: Ten-year trend in cyclist casualty crashes on Greenhill Road

RAA comment and recommendations

Greenhill Road is one of the most popular east-west cycling routes in Adelaide’s inner suburbs, providing direct access between the eastern and western suburbs, as well as good connectivity to the city and inner southern suburbs.

Cycle infrastructure along Greenhill Road is present in the form of part-time cycle lanes for most of the length of road, however gaps in these cycle lanes introduce a higher level of risk to cyclists – which needs to be addressed.

Areas for further investigation include:

- Provision of continuous cycle lanes including buffer or physical separation where possible along the full length of Greenhill Road, prioritising the intersection with Fullarton Road and the section between Fullarton Road and Glen Osmond Road.
- Construction of a shared use or dedicated cycling path on the southern boundary of the Adelaide Parklands, adjacent Greenhill Road.
- Improvements to the continuity of the Glenside Bikeway and Mike Turtur Bikeway across Greenhill Road
- Changing current part-time cycle lanes to full-time cycle lanes.

Main North Road

Risky Rides ranking	2
No. of nominations	23
Top Suggestions for improvement	<ul style="list-style-type: none"> • Cycle lanes/paths between North Adelaide/Medindie • Cycle lanes/paths between Salisbury/Gawler • Continue cycle lanes through intersections
Cyclist casualty crashes (2017-2021)	16
Respondents involved in crash/near miss	2 (crash), 20 (near miss)

Main North Road is a state-maintained arterial road corridor extending for 33km between the City Ring Route at Medindie and Gawler. Main North Road is a major transport corridor, with traffic volumes typically between 40,000 and 50,000vpd, whilst the busiest section in Salisbury Heights carries 62,000vpd.

Main North Road intersects or provides linkages to several cycling and walking corridors including:

- Barossa Valley Trail and Stuart O’Grady Bikeway (via Tapa Pariah Path in Gawler),
- Little Para Trail, in Salisbury Heights
- Dry Creek Trail, in Pooraka
- And the Parklands trail in the city
- As well as many secondary on-road bike routes along the length of Main North Road

Between Adelaide and Mawson Lakes, the Levels-City Bikeway and Gawler Greenway runs east and west of Main North Road, respectively – providing much quieter, less direct alternatives to cycling along Main North Road. Reviewing Strava Heatmaps in January 2023, the Levels-City Bikeway looks to be the most popular cycling route between Adelaide and Mawson Lakes. This bikeway mostly uses the local road network (some with cycle lanes) and a 1.5km long off-road path after crossing Grand Junction Road in Gepps Cross.

Main North Road is not a particularly cycle-friendly route, with intermittent cycle lanes, high traffic volumes and high speed limits (mostly 80km/h, north of Gepps Cross)

Survey Responses

Almost 40% of Main North Road nominations were for the 1.2km section between Nottage Terrace and O’Connell Street, mostly due to the lack of cycle lanes along this busy section. Several respondents indicated that a shared path adjacent Main North Road would be an effective measure between O’Connell Street and Fitzroy Terrace. A further 35% of nominations were for the section between Salisbury and Gawler, also for a lack of cycle lanes and alternative cycling corridors. There were other scattered nominations between Salisbury and Medindie, mostly to do with cycle lanes disappearing at intersections.



Figure 21: Newly completed shared path adjacent Prospect Road (top image) compared to a lack of cycling provisions along Main North Road (bottom image)

When specifying issues that would be resolved due to improvements at their nominated location, 87% of respondents suggested that improved/reduced interactions with motor vehicles would result, whilst 43% said that safety would be improved for younger/less experienced cyclists and 39% said that they, would no longer need to use a more risky route.

Two respondents reported being involved in a crash along Main North Road, whilst 20, or 87% of respondents, reported being involved in a near miss.

The verbatim commentary below is typical of the commentary received by respondents who nominated Main North Road in the 2022 Risky Rides survey.

Detailed description of issue

“Cycling lane disappears at corner of Main North Road/Nottage Terrace intersection and towards O’Connell Street”

“Lots of cars, no other way to travel to/from the city to my area”

“This slip lane [to Robe Tce] for left turning traffic is extremely unsafe (as are all slip lanes around Adelaide). They should not be part of the SA Infrastructure and Transport design templates or models for intersections going forward and should be gradually removed.”

Tell us about your negative experiences at this location

“Experienced many near misses in-bound to city”

“On this long journey (30km+) the rhythm is interrupted by having to leave the road [at intersections], cross with pedestrian crossing then find a spot to return to the road.”

“Sections of the road have a bike lane, but often the lane finishes at intersections and doesn’t continue until some distance on. Other sections have no bike lane at all (north of Old Spot Hotel).”

How do you think an upgrade will benefit the community

“The provision of the share path along the Northern Connector to the N/Expressway is welcome, but out of the way for cyclists coming from the north east suburbs. Main North Road is a direct route to Salisbury, Elizabeth, Munno Para and Gawler. Provision of a bike lane would demonstrate that cyclists are entitled to have use of the road as much as any user. There are health and economic benefits to encouraging more cycle use.”

“Safer main road will mean less commuting through back streets which are less direct therefore will result in a Faster ride to work. Potentially saving me 5mins compared to my current route (down back streets to prospect road - Then navigating O’Connell”

“Installing a bike lane, and or a separated shared path will create a link between existing paths at the Caledonian Hotel corner (Barton Tce) and Fitzroy Tce.”

“There are limited options to cycle between Elizabeth and Gawler. There are few signs of the "planned" Gawler Greenway north of Dry Creek and using the Stuart O’Grady Bikeway adds significantly to journey distance (and has its own issues). The speed limit on Main North Road means that bicycles should be physically separated from motor vehicles so just turning the breakdown lane into a painted bike lane doesn’t add to the safety of cyclists, especially inexperienced ones.”

Crash data

Between 2017 and 2021, 16 casualty crashes on Main North Road involved a cyclist. When considering all casualty crashes on Main North Road, less than 2% of all casualty crashes on the road involved a cyclist, which is significantly lower than the metropolitan Adelaide average of 13.3% of casualty crashes involving cyclists.

Side swipe and right turn crashes were the most common types to involve cyclists on Main North Road, with several hit parked vehicle and right angle collisions also occurring.

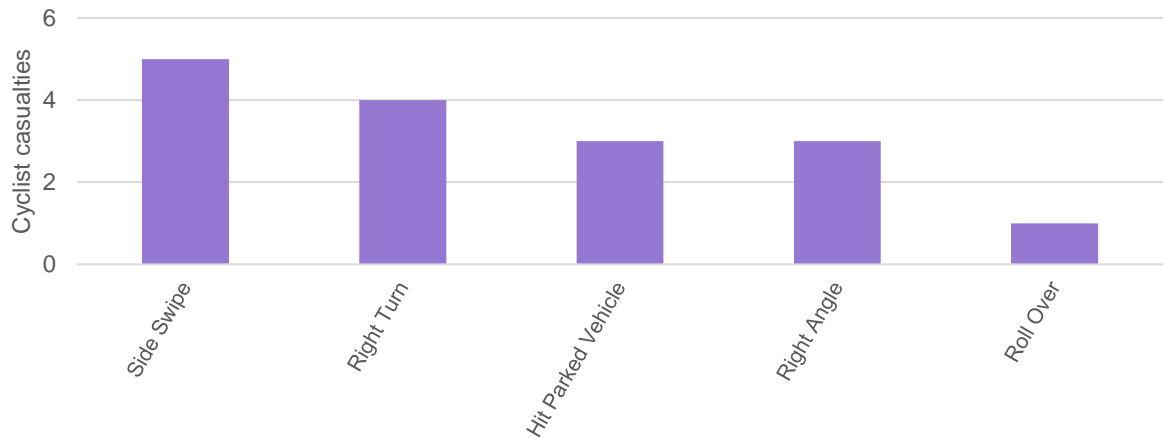


Figure 22: Cyclist casualty crash types on Main North Road between 2017 and 2021

More than half of casualty crashes involving cyclists on Main North Road occurred in the section between Enfield (Warwick Street) and the City Ring Route (Fitzroy Terrace). Due to the length of Main North Road, two maps have been provided to show the extent of crashes, as well as a higher level of zoom on the Enfield to City Ring Route section.

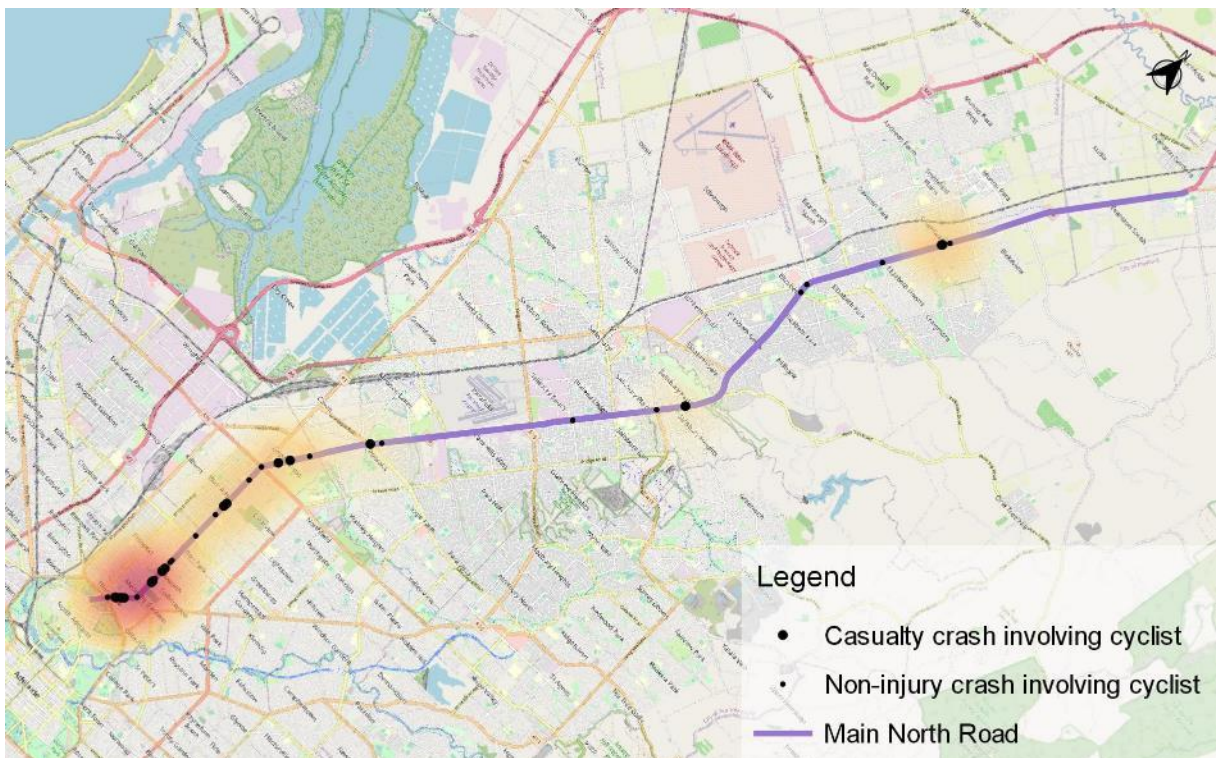


Figure 23: Heatmap of cyclist casualty crashes on Main North Road between 2017 and 2021

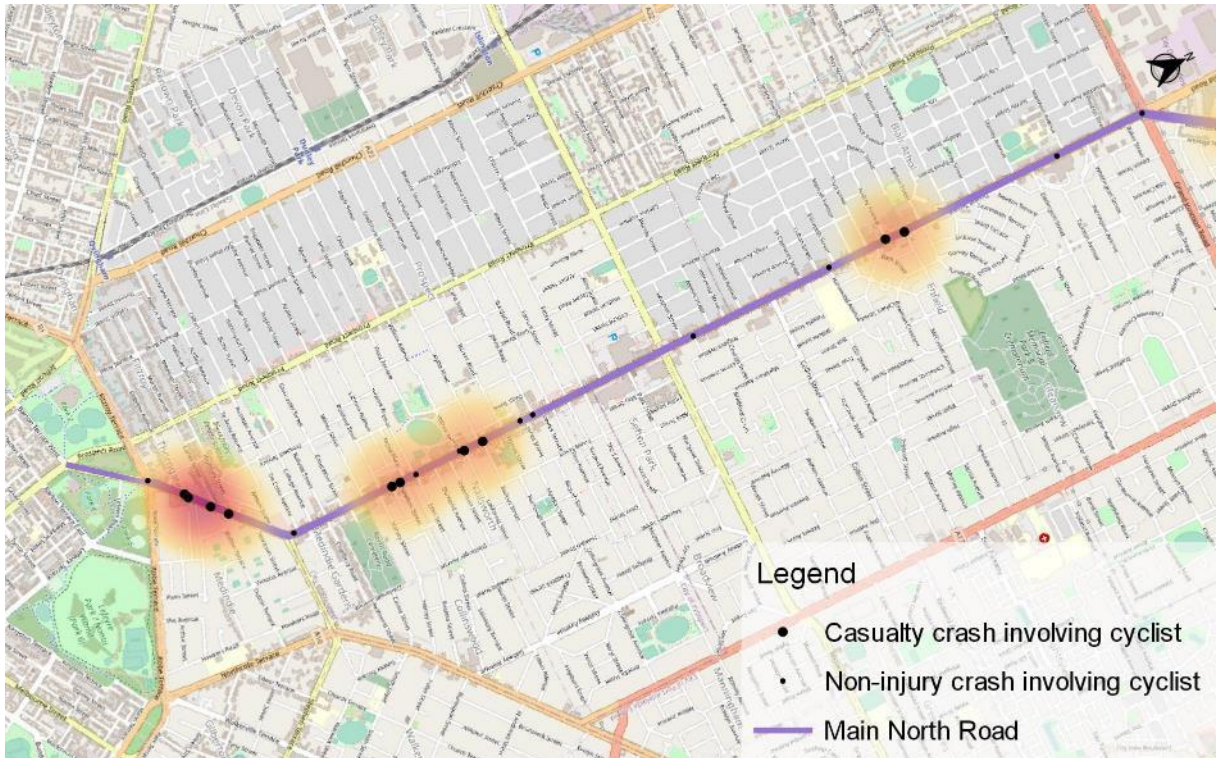


Figure 24: Heatmap of cyclist casualty crashes on the Enfield to City Ring Route part of Main North Road between 2017 and 2021

Over the past ten years, there appears to be a decreasing trend in casualty crashes involving cyclists on Main North Road. Less than half as many cyclist casualty crashes occurred in the most recent five years compared with the preceding five-years, with an average of 6.8 cyclist casualty crashes per year between 2012 and 2016 compared with an average of 3.2 cyclist casualty crashes per year between 2017 and 2021. Further data is required to determine if this is a result of cyclists favouring recently built shared paths with the progressive construction of the Stuart O’Grady Bikeway (2010) and Tapa Martinthi Yala (2020) cycle trails along the Northern Expressway and Northern Connector now providing a continuous cycle corridor between Gawler and Port Adelaide.

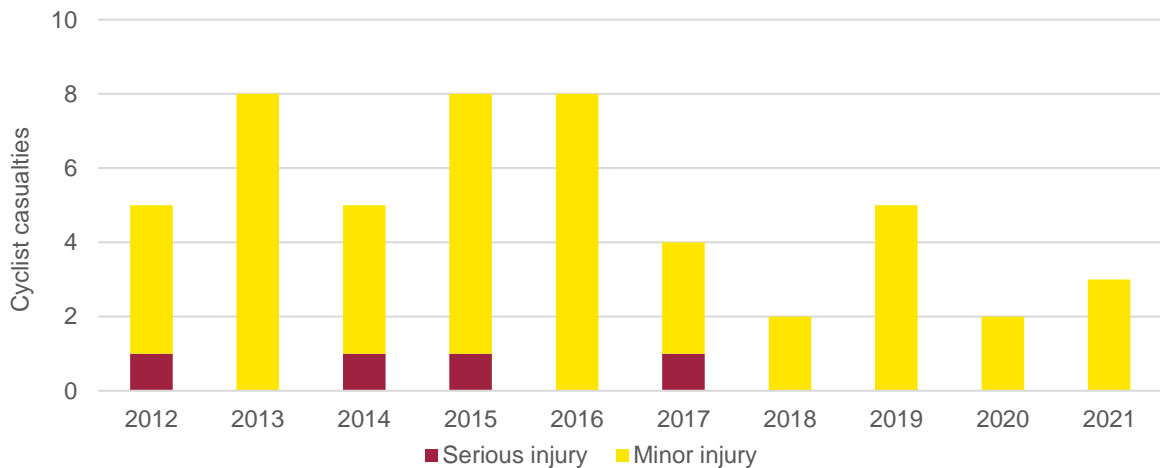


Figure 25: Ten-year trend in cyclist casualty crashes on Main North Road

RAA comment and recommendations

Main North Road is a busy arterial corridor and a primary link between Adelaide and the northern suburbs. Several respondents expressed frustration about having to ride along indirect routes that utilise the local road network, however, designating and delineating local roads effectively for cycling is one of the most effective ways to reduce cyclist exposure to busy motor vehicle traffic – especially when there is no space within the arterial road reserve to allocate towards cycle infrastructure.

Developing Main North Road into a commuter cycling corridor would require substantial investment, which may still result in close interactions between cyclists and motorists. However, there are certainly key areas that could be effectively upgraded to provide an improved cycling experience.

The recently completed upgrade at the intersection with Nottage Terrace introduced new northbound cycle lanes through the intersection, however cyclists are still exposed when travelling southbound through the intersection alongside three lanes of traffic.

The intersection with Fitzroy Terrace/Robe Terrace, and the intersection with Regency Road both generally perform poorly from a traffic and safety perspective and were nominated as some of the state's top 10 riskiest intersections in RAA's 2019 and 2021 Risky Roads campaigns respectively. Both intersections require major upgrades, for which improved cycle connectivity is an important component, but not the only component.

Whilst RAA acknowledges that completing the Gawler Greenway may reduce the need for some items on the below list, further areas for further investigation include:

- Completing the Gawler Greenway between Mawson Lakes and Gawler
- Provision of a shared use path between O'Connell Street and Fitzroy Terrace
- Provision of cycle lanes between Fitzroy Terrace and Nottage Terrace in Medindie
- Providing cycle continuity through intersections
- Improved connectivity between Evanston and Gawler CBD

Payneham Road/North Terrace

Risky Rides ranking	3
No. of nominations	22
Top Suggestions for improvement	<ul style="list-style-type: none"> • Conventional on-road cycle lanes (especially through intersections) • Cycle lanes with painted buffer or physical protection
Cyclist casualty crashes (2017-2021)	41
Respondents involved in crash/near miss	2 (crash), 17 (near miss)

Payneham Road is an arterial road under the care and control of the Department for Infrastructure and Transport, which provides a key link to and from the northeast of the city. Payneham Road extends for 4.5km between the intersection with North Terrace, Fullarton Road and Magill Road (Kent Town) to the intersection with Lower North East Road, Montacute Road and Glynburn Road (Glynde) and has a 60km/h speed limit. Payneham Road continues to Hackney Road as North Terrace for a further 800m.

Traffic volumes on Payneham Road are highest between Glynburn Road and Portrush Road with an average volume of 43,000 to 49,000 vehicles per day. Traffic volumes between Portrush Road and Fullarton Road are lower, between 32,000–35,000 vehicles per day, with about 28,000 travelling along the North Terrace section.

Part-time cycle lanes operate between 7:00am and 10:00am (inbound) and 3:00pm and 7:00pm (outbound). These cycle lanes are not continuous through major intersections, exposing cyclists to greater risk on the approaches and departures to these intersections. Furthermore, whilst part of Payneham Road is divided, most right turns are permitted which increases the risk of right turn crashes occurring at minor road intersections. On the undivided section between Portrush Road and Fullarton Road, right turn lanes are not provided, which places additional pressure on drivers turning right who may be more likely not to consider cyclists when turning right. There are no cycle lanes on North Terrace.

The River Torrens Linear Park Path runs adjacent to Payneham Road, about 1km to the north, and provides a fully off-road travel option. However, this path is indirect compared to roads, and shared with pedestrians. This makes Payneham Road more attractive to commuter cyclists who wish to travel to the city directly and as quickly as possible.

Several designated bike routes intersect Payneham Road, with many providing linkages to the River Torrens Linear Park Path. These bike routes include:

- Tusmore-Klemzig bike route (Ashbrook Ave/Briar Rd)
- Toorak Gardens-Walkerville bike route (Lambert Rd/Landowner Ave)
- Cycle lanes on Stephen Tce/Nelson St
- Sydenham Road bike route/St Morris Bikeway (Harrow Rd/George St)

Strava Heatmaps indicate that Payneham Road is popular for cycling, and that the Stephen Terrace/Nelson Street route is the most popular north-south route of those listed above. There is also no discernible change in the volumes of cyclists on Payneham Road compared to North Terrace, indicating that North Terrace continues to be a well-utilised corridor into the city.



Figure 26: Strava Heatmap showing relative cyclist volumes on Payneham Road/North Terrace and surrounds (Source: Strava Heatmap⁸)

Survey Responses

More than two thirds of nominations along the corridor were for intersections, with the Fullarton Road/Magill Road intersection and the Portrush Road intersection attracting 23% of nominations each. Glynde Corner (Glynburn Road/Lower North East Road/Montacute Road) also attracted multiple nominations, and several other intersections received single nominations including Ashbrook Avenue, Lambert Street and Harrow Road. Three nominations specifically referred to North Terrace part of the corridor, between Fullarton Road and Hackney Road.

⁸ Strava, 2023, Global Heatmap, “ride” activity only shown, accessed January 2023 at <https://www.strava.com/heatmap>.



Figure 27: Continuing on to North Terrace is challenging due to the lane layout at the Fullarton Road intersection

When specifying issues that would be resolved due to improvements at their nominated location, the top issues selected by survey respondents were improved/reduced interactions with motor vehicles (68% of nominations) and improved safety for younger/less experienced cyclists (41% of nominations). More than one third of nominations indicated that improvements would make Payneham Road better connected with existing cycling infrastructure, whilst one quarter suggested improved pedestrian/cyclist interactions would result – likely due to less need for cyclists to use footpaths at pinch points.

Two respondents reported being involved in a crash along Payneham Road whilst 17, or 77% of respondents, reported being involved in a near miss.

The verbatim commentary below is typical of the commentary received by respondents who nominated Payneham Road/North Terrace in the 2022 Risky Rides survey.

Detailed description of issue

“As you approach the intersection [Portrush Rd] heading West on Payneham Road, the bike lane disappears at a bus stop and becomes a turning lane. The surface of the road is awful and then the lane turns into a double turning lane. Cars take big risks - very unsafe.”

“Mainly one side of road. No bike lane heading south from Payneham onto Fullarton. It is dangerous when cyclists wish to head from Payneham onto Fullarton, and when heading from Payneham onto North Terrace. It involves weaving in and out of moving traffic.”

“Inconsistent and lack of bike lanes on this main arterial road into the city. All arterial roads should be redesigned or designed going forward with separated bike lanes, then local roads in suburbs should have 30kmh speed limits. This would not significantly affect car vehicle travel times and would hugely improve pedestrian and cyclist safety.”

Tell us about your negative experiences at this location

“Near misses all the time, cars cutting me off because they want to turn left at Portrush Road.”

“Whilst cycling in an easterly direction on North Terrace towards Payneham Road, I was struck by a bus which had failed to give way sufficiently.”

“[Glynde Corner] Cars travelling far too close and feeling extremely vulnerable propped in the middle turning lane.”

How do you think an upgrade will benefit the community

“[Fullarton Road intersection] This stretch of road sees a lot of cyclist activity as the main thoroughfare to get to Norton Summit Rd.”

“It will seriously show the population of Adelaide that active transport is valued and can be extremely safe and efficient. It shows true safe design methodology from SA Infrastructure and Transport (templates from most European cities are way ahead). It will get more people willing to ride bikes every day or a few days a week for a few trips and will snowball into less car traffic on the roads which will improve transport for bike and car users.”

“[Glynde Corner] Given the restrictions of buildings and narrow roadways, a dedicated cycle lane is not likely to be an option here. Access for cycles to move safely onto a shared path on the footpath until access to a dedicated cycle lane seems a feasible option to keep cyclists safe and not impact vehicle movements through this area.”

Crash data

Between 2017 and 2021, 41 casualty crashes on Payneham Road involved a cyclist. When considering all casualty crashes on Payneham Road, 20% of all casualty crashes on the road involved a cyclist, which is higher than the metropolitan Adelaide average of 13.3% of casualty crashes involving cyclists.

Right turn and right angle crashes accounted for almost two thirds of casualty crashes involving cyclists on Payneham Road, indicating that intersections present a high risk along the corridor. Right turn crashes occur when a vehicle turning right into a side road fails to give way to a cyclist travelling along Payneham Road, and in each of these 17 crashes the vehicle driver was responsible for the crash. Right angle crashes are between a vehicle or cyclist entering or crossing Payneham Road from a side road, and a vehicle or cyclist travelling on Payneham Road. In eight of nine right angle crashes on Payneham Road, the vehicle driver was responsible for the crash. Side swipe crashes were also common and were attributable to a vehicle driver in seven out of eight crashes.

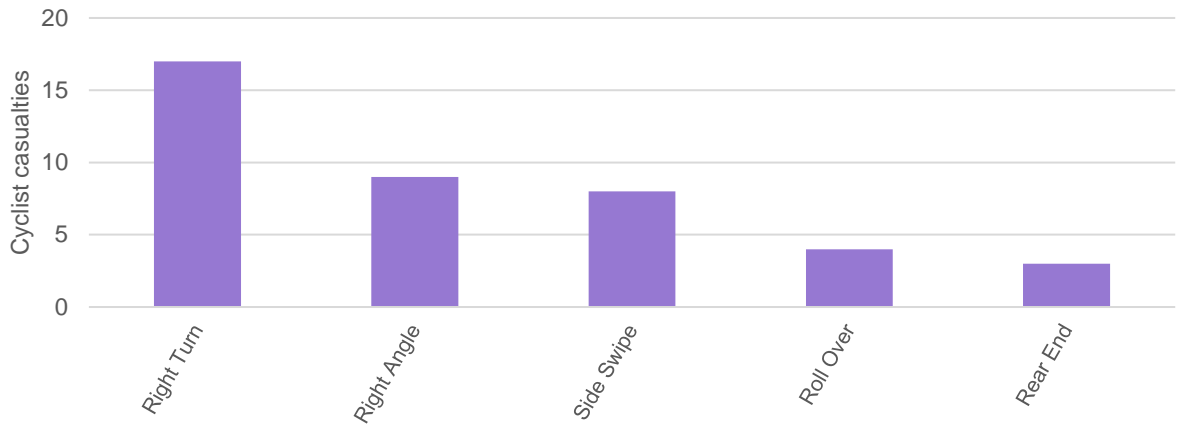


Figure 28: Cyclist casualty crash types on Payneham Road between 2017 and 2021

Whilst cyclist casualty crashes occurred along the length of Payneham Road, the section in Stepney/St Peters is a particular hotspot. This is partly due to the intersections with Stephen Terrace, Ann Street and Wheaton Road all recording multiple cyclist casualty crashes.

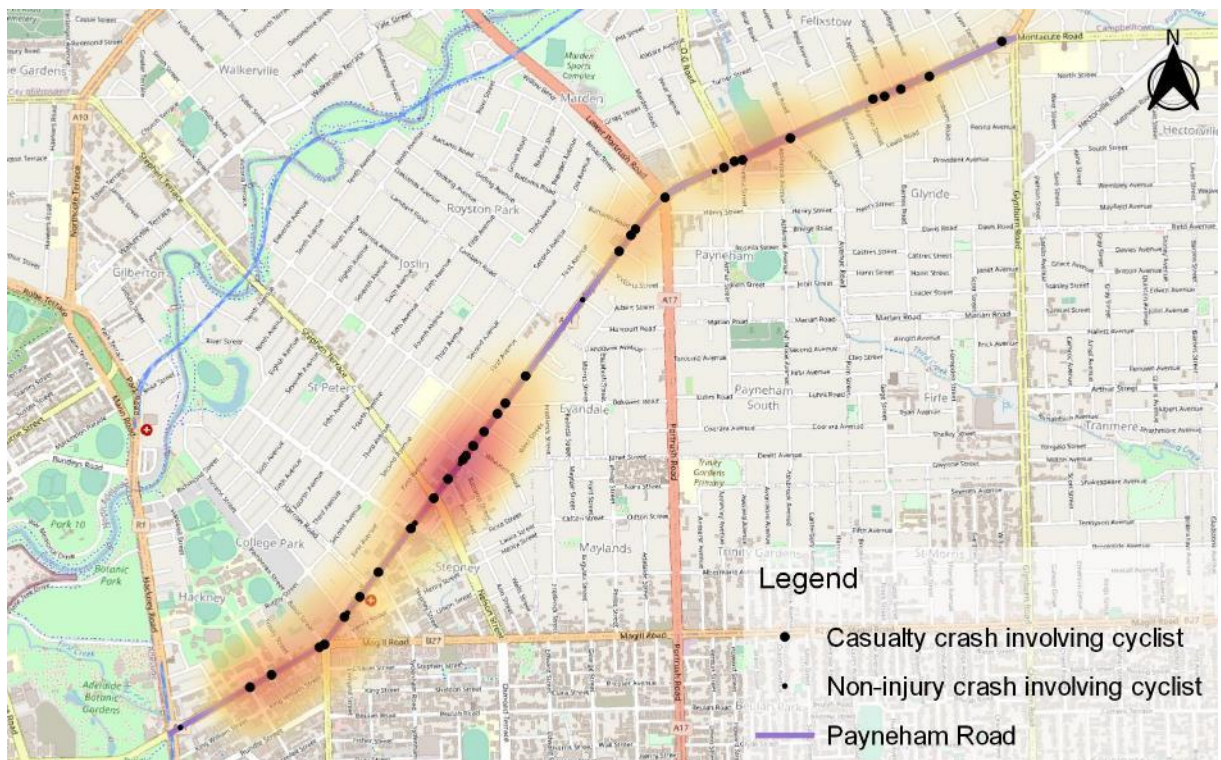


Figure 29: Heatmap of cyclist casualty crashes on Payneham Road/North Terrace between 2017 and 2021

There is no discernible trend in the number of cyclist casualty crashes occurring on Payneham Road over the past ten years, with an average of 8.6 cyclists injured in crashes on Payneham Road per year between 2012 and 2021.

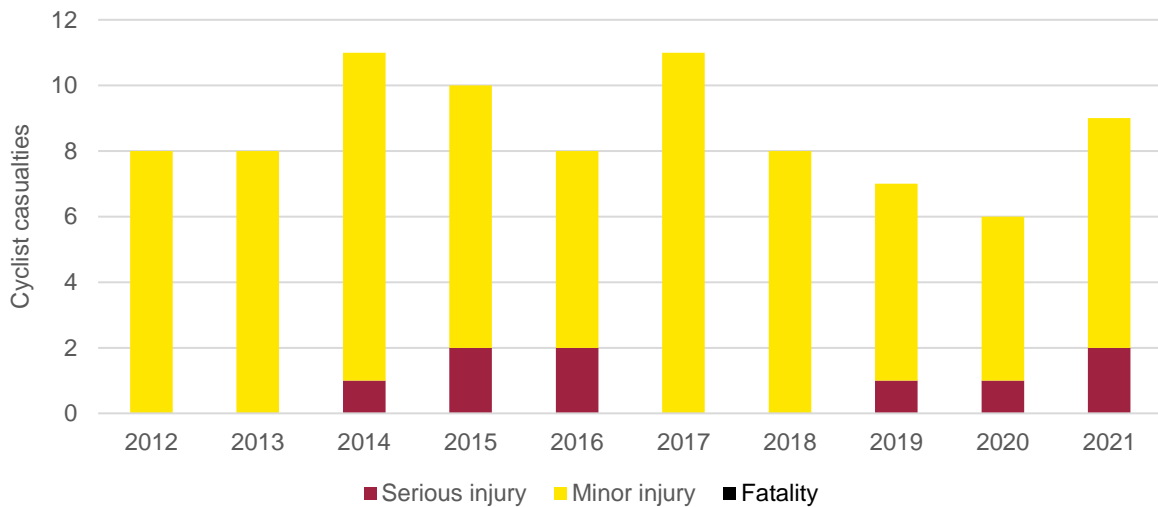


Figure 30: Ten-year trend in cyclist casualty crashes on Payneham Road

RAA comment and recommendations

Payneham Road is a popular, and direct cycling route into the city. Given its orientation with the surrounding grid of collector and arterial roads, it provides the quickest and most direct route into the city for many eastern and north-eastern suburbs. For comparative purposes, a trip between Glynde Corner and the University of Adelaide is approximately:

- 6km long, taking Payneham Road
- 8.0km long, taking the shortest local-street route of the Bike Direct network, which is a complex route with many turns
- 8.5km long, taking the River Torrens Linear Park Trail

For this reason, Payneham Road and North Terrace will continue to be a popular cycling corridor, and further interventions to improve safety along the route are required.

Areas for further investigation include:

- Major upgrades of intersections at Glynde Corner, Portrush Road and Fullarton Road – to improve both traffic safety and efficiency as well as cycle safety
- Provision of a cycle lane on North Terrace between Fullarton Road and Hackney Road
- Provision of intersection safety improvements in Stepney/St Peters due to high crash rates
- Development of traffic management plan between Felixstow and Glynde, focussing reducing the number of right turn movements into local roads, where there are currently 15 right turns in one kilometre

South Road (Adam St – Quinlan Ave)

Risky Rides ranking	4
No. of nominations	19
Top Suggestions for improvement	<ul style="list-style-type: none"> • Conventional on-road cycle lanes (primarily through intersections) • Cycle lanes with painted buffer or physical protection
Cyclist casualty crashes (2017-2021)	23
Respondents involved in crash/near miss	5 (crash), 15 (near miss)

South Road is an arterial state-maintained road, and one of the primary north-south transport corridors in Adelaide. Nominations relating to South Road referred to in this report are for the section between Adam Street and Quinlan Avenue – which is the final incomplete 10.5km section of the North-South Motorway, which will ultimately provide a continuous non-stop motorway from the outer northern suburbs to the outer southern suburbs.

This part of South Road is widely regarded as one of Adelaide most poorly performing corridors from a traffic congestion and delay perspective, with most sections carrying more than 50,000 vehicles per day with two lanes of traffic in each direction.

South Road caters very poorly to cyclists, with no cycle lanes for most of the length of this part of the road. According to Strava Heatmaps, its level of use by cyclists is also very low, with the Winston Avenue/East Avenue bike route a much safer and more popular north-south cycling alternative. The Marino Rocks Greenway, which follows the Seaford rail corridor is another popular north-south cycling route and is also well-utilised as an alternative to cycling along South Road.

Access to several off-road cycle routes or local street bikeways is available from South Road, including the:

- Patrick Jonker Bikeway (Southern Expressway)
- Flinders Greenway (Tonsley to Flinders University)
- Edward Street bike route (Mitcham to Morphettville)
- Marino Rocks Greenway (access near Cross Road)
- Mike Turtur Bikeway (cycle overpass at Glandore tram bridge)
- Westside Bikeway (James Congdon Drive/Deacon Avenue)
- River Torrens Linear Park (Torrensville)

Henley Beach Road, Sir Donald Bradman Drive, and Anzac Highway are all very popular on-road cycle corridors that cross South Road.

Survey Responses

Almost three quarters of nominations for this section of South Road were at intersections, with the most nominated including:

- Daws Road, when crossing South Road – 3 nominations
- Henley Beach Road, when crossing South Road – 3 nominations
- James Congdon Drive, when crossing South Road – 3 nominations
- Sir Donald Bradman Drive, when crossing South Road – 2 nominations

Other nominations included connectivity between South Road bike lanes in Tonsley and the shared pathways through Darlington leading to the Patrick Jonker Bikeway, and access across South Road at the intersection with George Street in Thebarton.

Five nominations were for cycling along South Road, with two referring to northern parts, two referring to the whole length, and one referring to southern parts.



Figure 31: South Road does not currently provide a cycle-friendly environment

When specifying issues that would be resolved due to improvements at their nominated location, more the top outcomes of implementing improvements would be improved/reduced interactions with motor vehicles (74% of nominations) and better connectivity with existing cycle infrastructure (47% of nominations). One third of respondents also indicated that there would be improved visibility of cyclists.

4 respondents reported being involved in a crash at South Road, whilst 14, or 74% of respondents, reported being involved in a near miss.

The verbatim commentary below is typical of the commentary received by respondents who nominated South Road in the 2022 Risky Rides survey.

Detailed description of issue

“[On Henley Beach Road approaching South Road] Bike lane disappears. Pinch point.”

“Riding on Daws Road, the Bike lane ends before South Road and recommences approximately 50m after the intersection. There is not enough room for cars and bikes to share the road in the section without bike lane.”

“Since the new [Darlington] interchange has been made the bike lanes end. There is no safe passage to the lovely bike path alongside the Southern Expressway to Willunga.”

Tell us about your negative experiences at this location

“Crashed my bike when I was caught between a light truck that was too close, and the anti-jaywalking fence near the brickworks market on south road a few years ago. To avoid the truck, I got too close to the fence and my left handlebar got caught in it, resulting in me almost getting run over by the inconsiderate truck driver, there was probably less than 5cm between my right handlebar and the truck, even though I hit the anti-jaywalking fence”

“Very heavy traffic area including a lot of heavy vehicles. It is main South road after all. Many many occasions where cars or trucks have passed very close to my bike.”

“I’ve nearly been hit multiple times because of the traffic lights and confusing lights from cars driving south from James Congdon onto South Road”

How do you think an upgrade will benefit the community

“Provide enough room for cars and bikes to share the road. It is ridiculous that bike lanes end 50m either side of very busy intersections.”

“If the council won't remove the anti-jaywalking fences, then a bike lane with spacing is the only way to keep bikes and cars separated on such a busy road. If the fences are removed, then in an emergency, a cyclist could ride over the gutter and onto the footpath to avoid a collision”

“[Henley Beach Road] is a key route for cyclists coming to the city from the west or for cyclists heading out to Henley Beach. This is an extremely busy intersection and the painted buffer will make it clear what is required of drivers.”

Crash data

Between 2017 and 2021, 26 casualty crashes on this section of South Road involved a cyclist. In total, 12% of all casualty crashes on this section of South Road involved a cyclist, which is comparable to the metropolitan Adelaide average of 13.3% of casualty crashes involving cyclists. More than half of all cyclist crashes along South Road were at intersections.

Side swipe crashes made up half of all cyclist crashes on South Road, which is unsurprising given the overall lack of cycle infrastructure along the corridor and the need for cyclists to travel closely to moving traffic with no dedicated infrastructure.

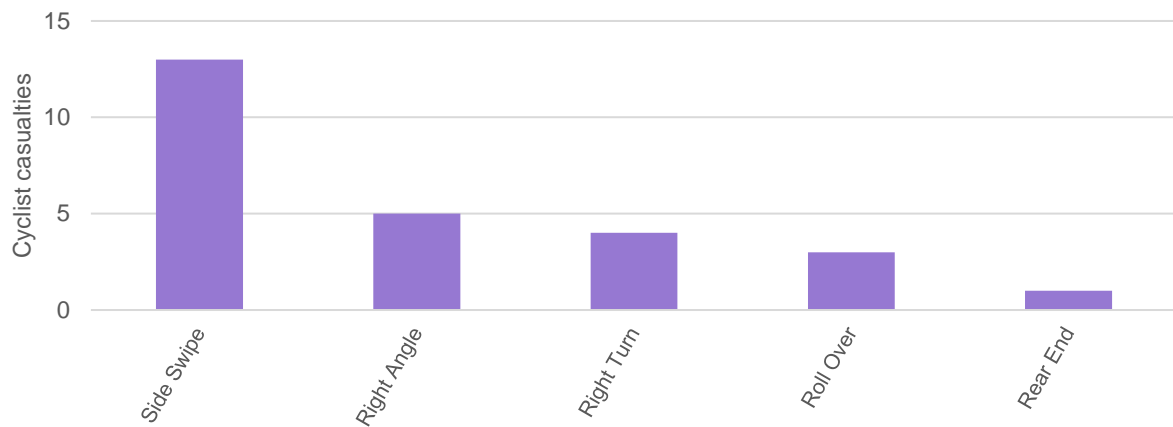


Figure 32: Cyclist casualty crash types on South Road between 2017 and 2021

The intersection with Henley Beach Road in Torrensville recorded three casualty crashes involving cyclists. Two of these were turning crashes, involving an eastbound cyclist travelling across South Road and a turning vehicle, whilst the third involved a northbound cyclist colliding with the rear of a truck. Further investigation into crash data at the intersection indicates that a fourth crash involving an eastbound cyclist occurred, that resulted in property damage only.

Three casualty crashes involving cyclists were also recorded at the intersection with Anzac Highway. The circumstances of each crash were different, and included:

- A right angle crash between a left turning car and a northbound cyclist
- A right turn crash between a southwest bound car and a northeast bound cyclist
- A side swipe crash between a northbound right turning car and a northbound right turning cyclist

The Clovelly Park/St Marys section of South Road has a higher cyclist crash rate, with 8 casualty crashes occurring over a 1km section south of Daws Road. This could be partly attributable to less congestion relative to the northern parts of South Road and therefore typically higher speeds. This is also one of the only sections of South Road with cycle lanes and attracts a higher number of cyclists than northern sections of South Road.

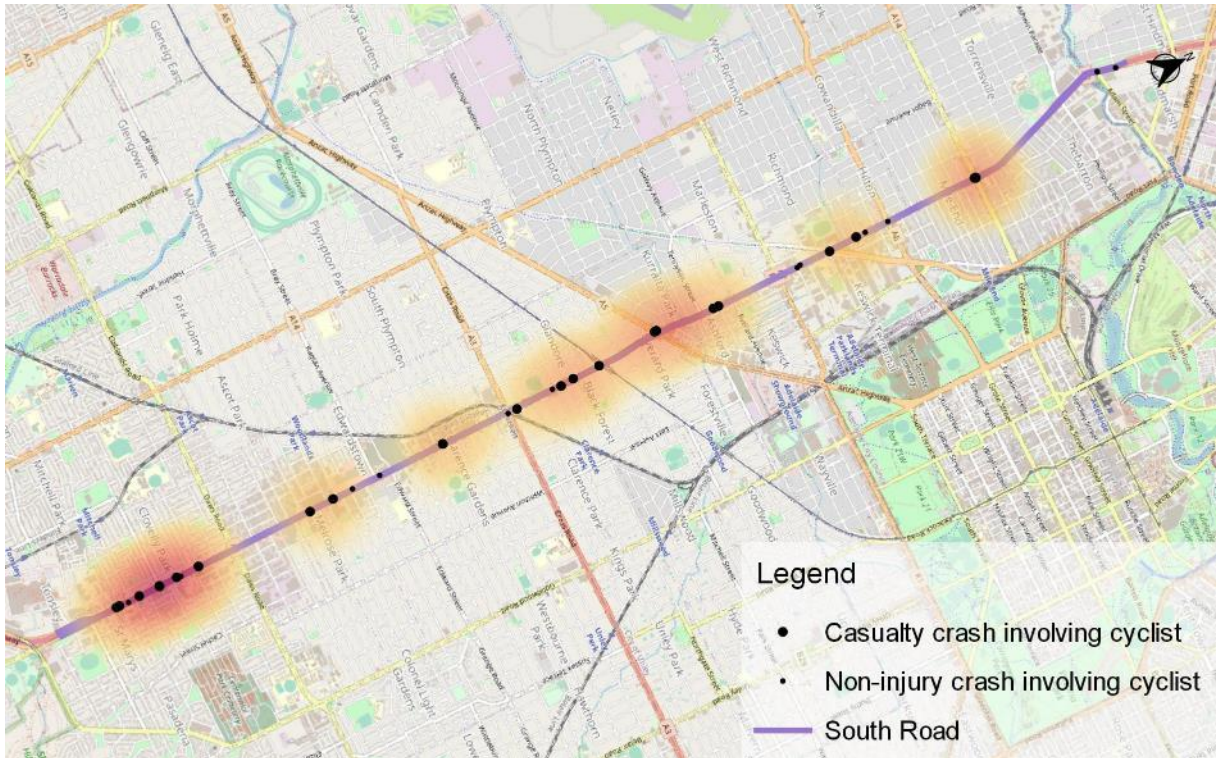


Figure 33: Heatmap of cyclist casualty crashes on South Road (Adam St – Quinlan Ave) between 2017 and 2021

In recent years there appears to have been a slight downwards trend in crashes involving cyclists, with 2019 to 2021 each recording five or less cyclist casualty crashes. This may be somewhat attributable to increased congestion and therefore lower average motor vehicle speeds along South Road as the Torrens to Torrens and Darlington projects were completed in late 2018 and early 2020 respectively.

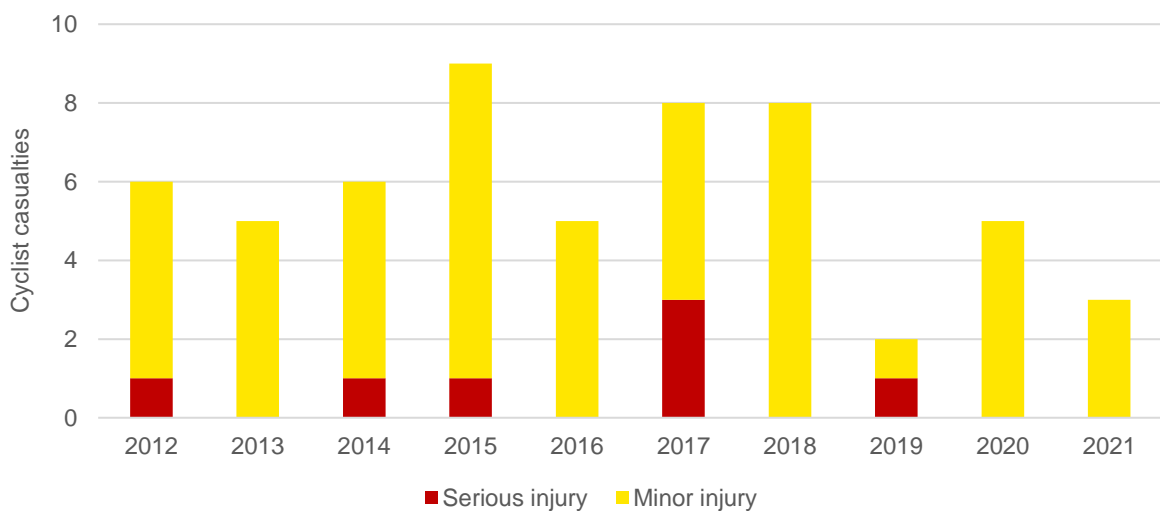


Figure 34: Ten year trend in cyclist casualty crashes on South Road

RAA comment and recommendations

South Road is currently a dangerous cycling route, and not highly used for cycling. However there are alternative north-south options in the Marino Rocks Greenway and Winston Avenue/East Avenue bike route that provide a safer link to the city from suburbs adjacent to South Road.

East-west crossings of South Road were of the highest concern to survey respondents, with several intersections flagged multiple times due to infrastructure that caters poorly to cyclists.

The construction of the final stage of the North-South Corridor, a 10.5km non-stop link between the River Torrens and Darlington presents an opportunity to develop a safe, dedicated cycle link between the Patrick Jonker Bikeway (Southern Expressway) and the River Torrens Linear Park, whilst also providing connections to the Marino Rocks Greenway, Mike Turtur Bikeway and Westside Bikeway. It is critical that existing cycle infrastructure is not adversely impacted by the design of this corridor and is a key design element.

Areas for further investigation include:

- Upgrading intersections to provide continuity of cycle lanes at major South Road crossings, e.g. Henley Beach Road, Sir Donald Bradman Drive, and Daws Road.
- Integrating safe, dedicated cycle infrastructure into designs as a key deliverable of the North South Corridor upgrade.

Fullarton Road

Risky Rides ranking	5
No. of nominations	18
Top Suggestions for improvement	<ul style="list-style-type: none"> • New separated cycle lanes across intersections • New cycle lanes across intersections
Cyclist casualty crashes (2017-2021)	14
Respondents involved in crash/near miss	14 (near miss)

Fullarton Road is a state maintained arterial road extending for 7 kilometres between Payneham Road in the north and Carrick Hill Drive in the south. Fullarton Road forms part of the inner-city ring route between Britannia Roundabout (Kensington Road) and Greenhill Road.

Traffic volumes on Fullarton Road are varied, with the busiest section between Britannia Roundabout and Greenhill Road carrying about 44,500 vehicles daily. South of Greenhill Road, volumes sit between 26,000 and 32,000 vehicles per day, and north of Britannia roundabout they sit between 19,000 and 24,000 vehicles per day.

Fullarton Road was also nominated in the 2020 Risky Rides top 10. Following the 2020 survey, pavement rehabilitation works north of Britannia roundabout resulted in the addition of new cycle lanes on this part of Fullarton Road, however, they are still discontinuous at several intersections and pinch points, with particularly challenging locations for cycling including the intersections at Payneham Road, The Parade, and Britannia Roundabout.

Cycle lanes are not present for the remaining sections of Fullarton Road and a shared path exists between Greenhill Road and Glen Osmond Road, on the eastern side of Fullarton Road. This shared path provides good connectivity between Adelaide and the Renewal SA Glenside precinct currently under development.

The currently ongoing \$35m upgrade at Glen Osmond Road does not include the addition of cycle lanes, with state government rationale that the increased road widening required would increase the extent of land acquisition required, impacting on local businesses and causing significant socio-economic impact. Notwithstanding, the shared path between Greenhill Road and Glen Osmond Road, on the eastern side of Fullarton Road will be retained.

The currently ongoing \$61m upgrade at Cross Road includes cycle lanes through the intersection in all directions.

Fullarton Road is not currently a highly popular cycling route, with Duthy Street, Rugby Road, and Unley Road to the west and Portrush Road to the east all appearing more popular for north-south cycling according to Strava Heatmaps viewed in January 2023.

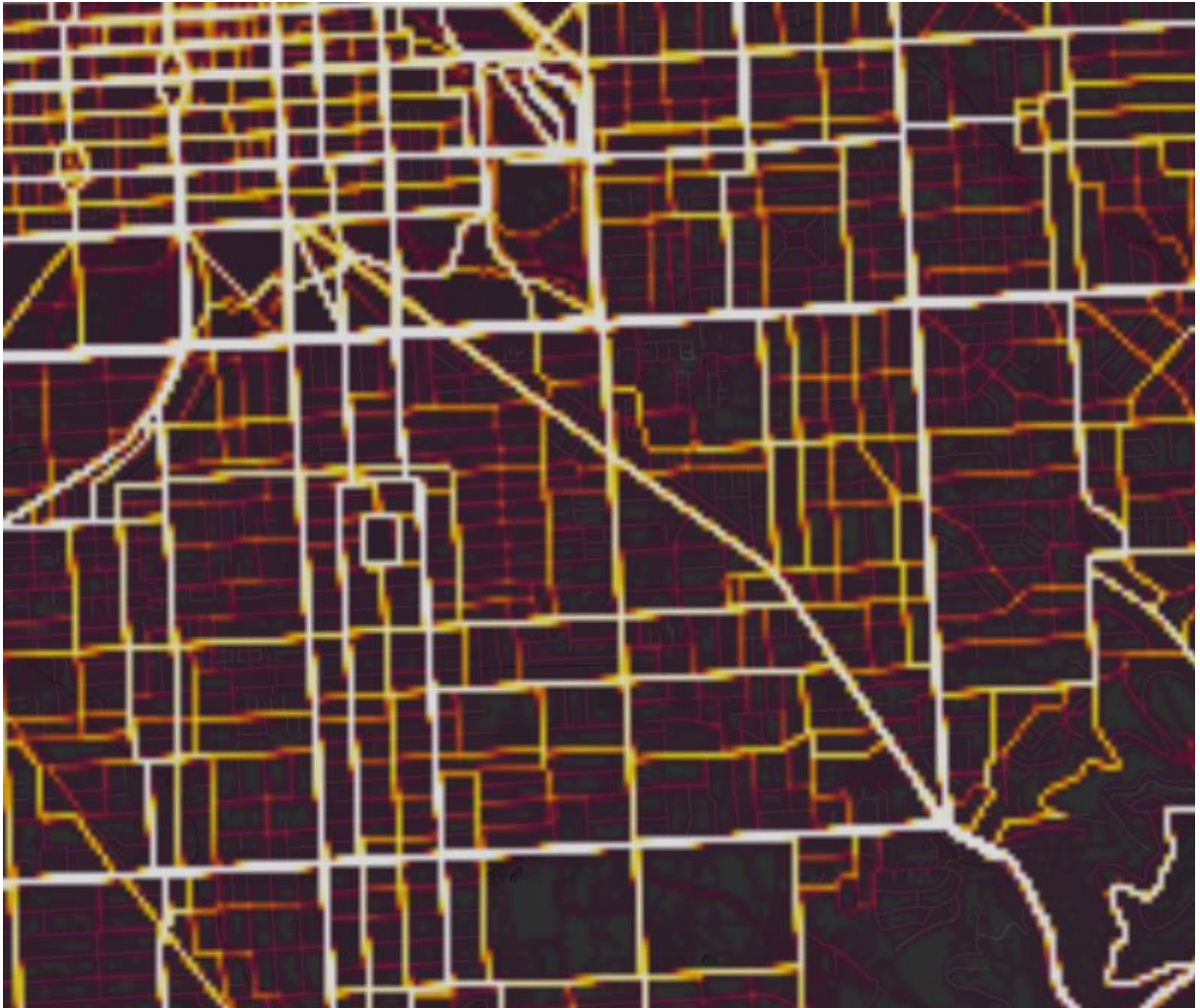


Figure 35: Strava Heatmap showing relative cyclist volumes on Fullarton Road and surrounds (Source: Strava Heatmap⁹)

Survey Responses

Nominations for Fullarton Road were predominantly at intersections, and mostly for east-west movements across Fullarton Road at these intersections. The locations on Fullarton Road that were nominated were:

- Fullarton Road/Greenhill Road – 6 nominations
- Fullarton Road/The Parade – 3 nominations
- Fullarton Road/Payneham Road – 3 nominations
- Britannia Roundabout – 2 nominations
- Other intersections – 2 nominations
- Midblock sections south of Greenhill Road – 2 nominations

⁹ Strava, 2023, Global Heatmap, “ride” activity only shown, accessed January 2023 at <https://www.strava.com/heatmap>.



Figure 36: The northbound cycle lane ends to make way for a turn lane on approach to Payneham Road

Respondents had the opportunity to suggest the type of infrastructure that would improve their nominated location, with 78% of respondents indicating that new cycle lanes would be effective – especially if a painted buffer could be provided between the cycle lane and the car lane.

When specifying issues that would be resolved due to improvements at their nominated location, two thirds of respondents indicated that improved/reduced interactions with motor vehicles would result, whilst 50% indicated that safety for younger or less experienced cyclist would be improved. Almost 40% of respondents indicated that Fullarton Road would be better connected with existing cycling infrastructure should their suggested upgrade occur.

Whilst no respondents reported being involved in a crash along Fullarton Road, 78% of respondents reported being involved in a near miss.

The verbatim commentary below is typical of the commentary received by respondents who nominated Fullarton Road in the 2022 Risky Rides survey.

Detailed description of issue

“The problem with the northeast corner of the Greenhill Road and Fullarton Road intersection at Eastwood is, when riding in an easterly direction, the bike lane disappears between entering and exiting the intersection.”

“No bike lane heading south from Payneham onto Fullarton. It is dangerous when cyclists wish to head from Payneham onto Fullarton, and also when heading from Payneham onto North Terrace.”

“Connecting the shared path through Glenside to the shared path across the Park Lands (SE corner to NW corner). Both getting across the intersection and getting into the Park Lands is pretty sketchy.”

“The bicycle lane on the Parade heading east towards Prince Alfred College just stops as you approach the intersection with Fullarton Rd. That is insane, the Parade is busy, cars are allowed to veer left long after the through lanes face a red light. it is terrifying for cyclists.

Tell us about your negative experiences at this location

“[At The Parade intersection] Very anxious crossing car lanes that turn left and diverge left to continue straight ahead.”

“At Greenhill Road/Fullarton Road intersection I have had to ride up the footpath a few times to avoid being hit. Occasionally, a driver, usually trying to avoid congestion in other two lanes, will travel at speed in the inside left lane hoping to 'push in' upon exiting the intersection. This poor driving behaviour is compounded by the disappearance of the bike lane. I always look behind before I choose to exit the intersection, but I have observed some near misses. Perhaps some cyclists would rather not know how close they were to becoming a road statistic.”

“[At Payneham Road intersection] The bike lane disappears, cars in left lane block where rider would go forcing rider into traffic or onto tiny footpath.”

How do you think an upgrade will benefit the community

“Having a lane to continue riding in allows for cars to be in left lane and not block cyclists and for cars to go straight without endangering riders. Bike box at the end allows cyclists to go straight or left from the bike lane.”

“I think it is critical to have the inner south-eastern suburbs connected to south-eastern CBD infrastructure to streamline cycling trips that are predominantly north-south travelling on the eastern side of the CBD”

“Safer for cyclists and less annoying for motorists that have to wait for cyclist to turn. Encourage more cyclists from those inner suburbs and reduce traffic.”

Crash data

Between 2017 and 2021, 14 casualty crashes on Fullarton Road involved a cyclist. When considering all casualty crashes on Fullarton, 7% of all casualty crashes on the road involved a cyclist, which is lower than the metropolitan Adelaide average of 13.3% of casualty crashes involving cyclists.

Right angle crashes at intersections made up almost two thirds all cyclist casualty crashes on Fullarton Road, with several other crash types making up the remaining third of casualty crashes.

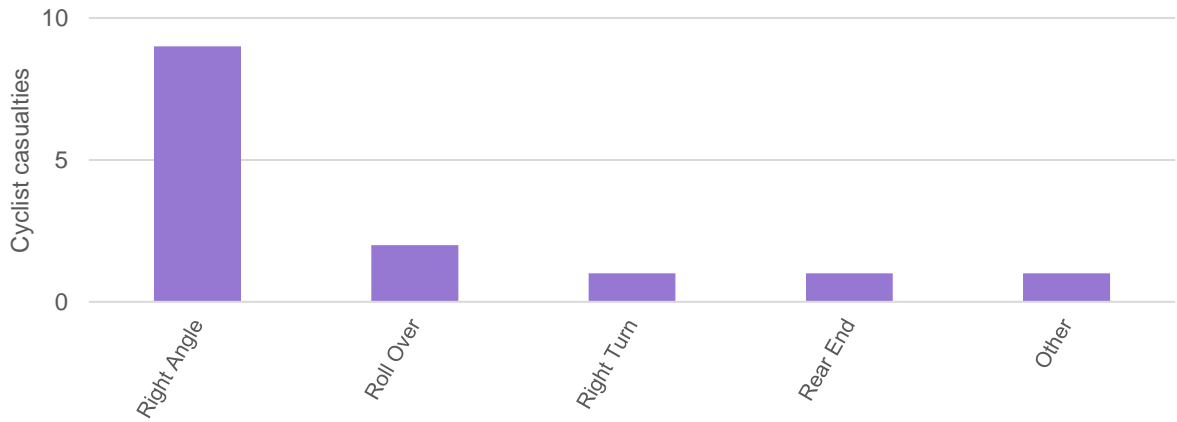


Figure 37: Cyclist casualty crash types on Fullarton Road between 2017 and 2021

Crashes involving cyclists mostly occurred on the northern end of Fullarton Road, with the crossing point near Beulah Road recording three cyclist crashes. A new signalised crossing was installed in January 2023 which improves accessibility along the Norwood Bikeway (Beulah Road). Two crashes occurred at the Payneham Road intersection, and two also occurred at the Britannia Roundabout.

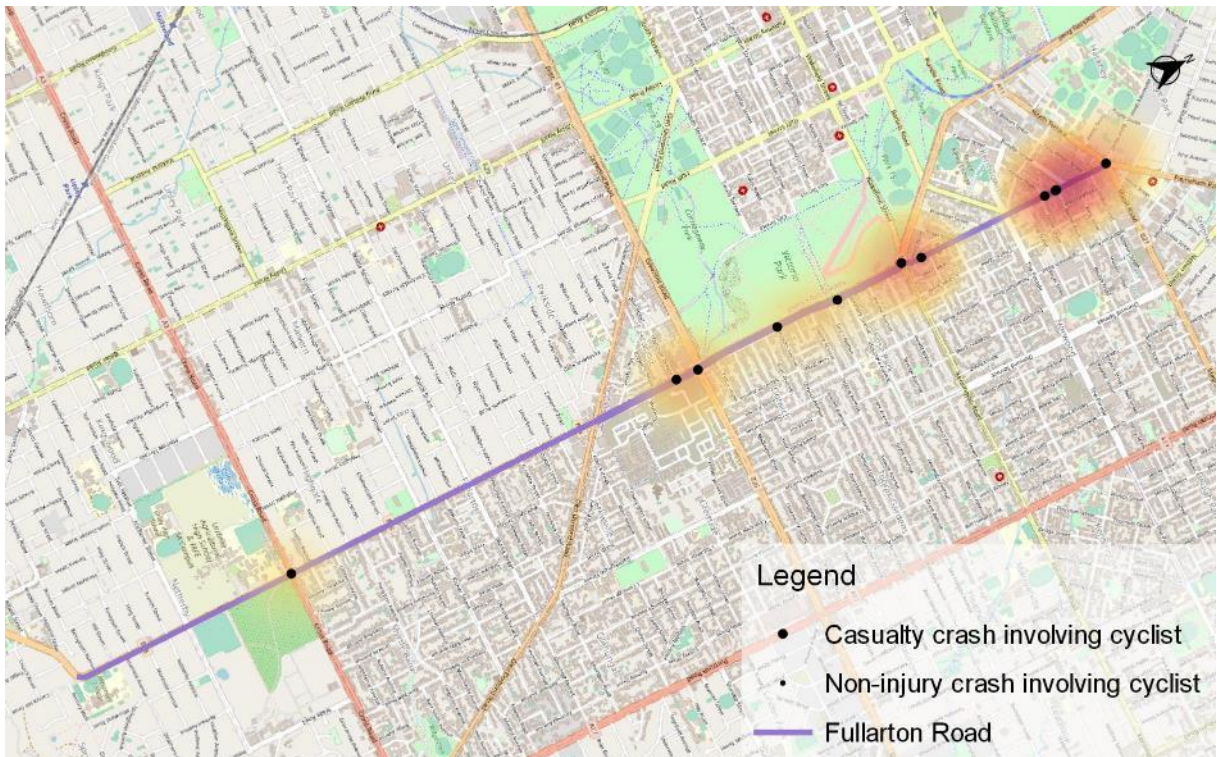


Figure 38: Heatmap of cyclist casualty crashes on Fullarton Road between 2017 and 2021

There appears to be a reducing trend in cyclist casualty crashes on Fullarton Road, with only one in 2020 and no cyclist casualties in 2021.

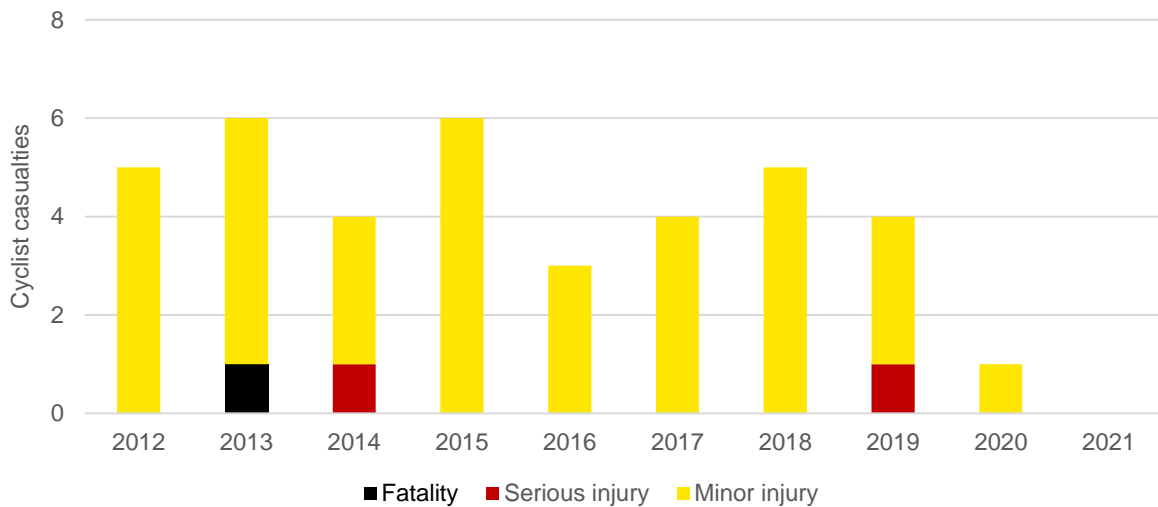


Figure 39: Ten year trend in cyclist casualty crashes on Fullarton Road

RAA comment and recommendations

Fullarton Road itself is not a highly utilised cycling corridor as it lacks the required infrastructure and is generally not safe for cycling. West of Fullarton Road, there are designated north-south bikeways that utilise quieter roads and have better infrastructure to cater to safer cycling into the city. Cyclists commuting to the CBD from the east of Fullarton Road have fewer direct options into the city, with one of the best being to access the Duthy Street cycle lanes or Rugby-Porter bikeway from Wattle Street which is a quieter collector road with some cycle infrastructure and marked lanes through local side streets.

However, it is evident from the responses received, that Fullarton Road is a major impediment for east-west cycling. Complex intersection designs at Fullarton Road, The Parade, and Britannia roundabout do not cater well for cycling. Cycle lanes that exist for most of Greenhill Road disappear through the Fullarton Road intersection, creating pinch points on this popular cycling and traffic route.

Areas for further investigation include:

- Provision of cycle lanes on Greenhill Road through Fullarton Road
- Upgrades at the intersection with Payneham Road/Magill Road/North Terrace
- Connectivity/wayfinding between The Parade and the Norwood Bikeway (Beulah Road) or Kensington Bikeway (William Street) which offer safer crossings of Fullarton Road than the intersection at The Parade
- Connectivity/wayfinding between Kensington Road and the Kensington Bikeway (William Street) or Burnside Bikeway (Grant Avenue) which offer safer crossings of Fullarton Road than Britannia Roundabout.
- Opportunities to improve north-south cycle infrastructure on Fullarton Road as part of other road upgrade and intersection upgrades

North East Road/Northcote Terrace

Risky Rides ranking	6
No. of nominations	16
Top Suggestions for improvement	<ul style="list-style-type: none"> • Conventional on-road cycle lanes • Cycle lanes with painted buffer or physical protection
Cyclist casualty crashes (2017-2021)	15
Respondents involved in crash/near miss	3 (crash), 14 (near miss)

North East Road is a state-maintained arterial road extending for 15km between Tea Tree Gully and the city. Northcote Terrace, between Nottage Terrace and Robe Terrace is the final kilometre of the corridor heading into the city.

North East Road has sustained high traffic volumes, greater than 45,000 vehicles per day along most parts of the 10km stretch between McIntyre Road (Modbury) and Nottage Terrace (Walkerville), which makes this one of the busiest sections of road in metropolitan Adelaide.

North East Road provides the most direct cycling route between the city and the north eastern suburbs. One to 1.5km south of North East Road, the River Torrens Linear Park and O-Bahn Bikeway provide an almost completely off-road path between Modbury and the city. However, this route is less direct as it meanders along the river alignment. It is also a highly popular for walking trail, meaning that cycling is generally undertaken at lower speeds when on the path to ensure safety for other path users.

According to Strava heatmaps, the River Torrens Linear Park path carries a higher volume of cyclists than North East Road, however North East Road is also well-utilised by cyclists.

A lack of sufficient cycle infrastructure on North East Road was also raised prominently along the corridor in RAA's 2021 Risky Roads survey, which asked all road users to nominate roads they found unsafe, where North East Road was nominated 9th for metropolitan Adelaide roads.

Connectivity to cycle routes along North East Road includes:

- A crossing of North East Road to travel between the Dry Creek Trail and O-Bahn Bikeway, which are separated by about 300m near Kelly Road and Baymor Reserve in Modbury. A refuge island is provided at this location, however, this crossing is highly used.
- Sudholz Road provides one of the most direct links between North East Road and the River Torrens Linear Park, however cycle accessibility at this intersection and along Sudholz Road is poor.
- Windsor Gardens bike route (Windsor Grove/Queensborough Avenue, Windsor Gardens)
- Ways Road bike route (Ways Road/Ilford Street, Vale Park)
- Levels-City Bikeway (Galway Avenue/Burford Street, Collinswood)
- Park Lands Trail (from the intersection with Robe Terrace, Adelaide)

Cycle lanes are present in some places on the corridor; however, they are missing in critical locations, and scarcely provided through intersections. Locations lacking cycle lanes include:

- Between Hancock Road and Sudholz Road (incorporating eight major intersections, and access to the Dry Creek Trail and O-Bahn Bikeway)
- Southwest bound between Sudholz Road and Petrova Avenue
- Southwest bound past the Windsor Hotel, where the kerb protrudes into the roadway
- Between Fosters Road and Muller Road (incorporating both intersections)
- Southwest bound through the intersection with O.G Road
- Between Ascot Avenue and Nottage Terrace (incorporating 5 major intersections)
- Along Northcote Terrace

Survey Responses

Nominations for North East Road were for a range of locations between St Agnes and Adelaide, with 14 of 16 nominations for midblock sections – mostly in relation to a lack of, or discontinuous cycle lanes.

Figure 40 shows the sections of North East Road referred to in each of its 16 nominations.

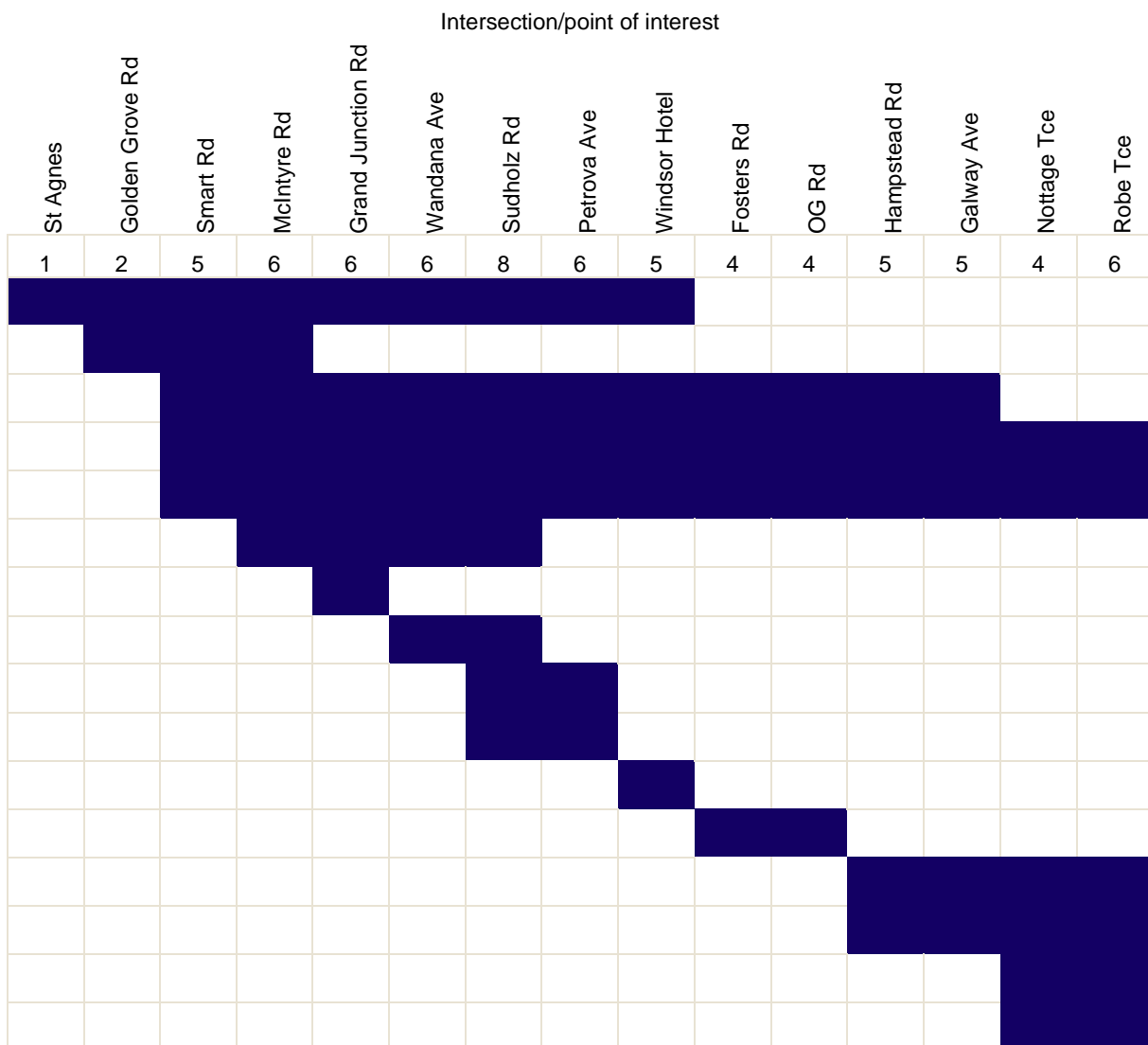


Figure 40: Location of nominations for North East Road

The area around Sudholz Road was covered by half of all nominations, whilst, more broadly the 5km section between Smart Road and the Windsor Hotel was raised to some degree by almost 70% of nominations. Northcote Terrace (between Nottage Terrace and Robe Terrace) was also covered by six (40%) nominations for the corridor.

All sixteen respondents suggested that provision of continuous cycle lanes would address their concerns.



Figure 41: Cycle lanes re-commence at the zip merge northeast of Petrova Avenue

When specifying issues that would be resolved due to improvements at their nominated location, almost 90% of respondents indicated that improved/reduced interactions with motor vehicles would be a favourable outcome, whilst more than 60% indicated that the corridor would be better connected with existing cycling infrastructure.

Three respondents reported being involved in a crash along North East Road, whilst 14, or 88% of respondents, reported being involved in a near miss.

The verbatim commentary below is typical of the commentary received by respondents who nominated North East Road in the 2022 Risky Rides survey.

Detailed description of issue

“There is a bike lane coming all the way down Sudholz Road, but then cyclists must make a crazy dash with motorists for a few hundred meters to get to the North East Road bicycle lane.”

“[Between Sudholz Rd and Wandana Avenue] No bike lanes. There is the opportunity to widen the footpath to add bike lanes or reduce the road to two lanes and add better cycling infrastructure. You can ride along the river or o-bahn bike tracks but in order to get there you need to ride along the road! So make it safe!”

“Windsor Hotel juts out into road causing bike line to disappear and cyclists forced to zipper merge with motor vehicles.”

“The length of North East Road from (roughly) St Agnes Shopping Centre south-west to the Bunnings Warehouse at Windsor Gardens is devoid of a bike lane despite being a three lane road.”

Tell us about your negative experiences at this location

“[Travelling southwest towards Petrova Ave] Close passes all the time, cars are going fast and are in a hurry because they know the third lane ends up ahead so they squeeze past.”

“I often get squeezed out by cars and simply cannot ride on the road so I ride on the footpath but there are bins always in the way and lots of sign posts in the middle of the footpath”

“[Northcote Terrace] Cars passing at the last second and turning right in front of me.

How do you think an upgrade will benefit the community

“Cyclists would be able to safely use this route and motorists, particularly in peak time would not be held up by cyclists in the left lane”

“The whole of North East Road is lacking a bike lane, but this section [Northcote Terrace] is the most notorious riding up the hill”

“More people will ride as they feel safer. Less traffic causing less traffic jams and better for the environment.”

Crash data

Between 2017 and 2021, 15 casualty crashes on North East Road involved a cyclist, accounting for 3% of all casualty crashes on the road. This is low compared with the metropolitan Adelaide average of 13.3% of casualty crashes involving cyclists.

Right angle and right turn intersection crashes were the most common crash types on North East Road over the five years, accounting for more than two thirds of cyclist crashes on the road. Only 27% of these crashes were attributable to the cyclist.

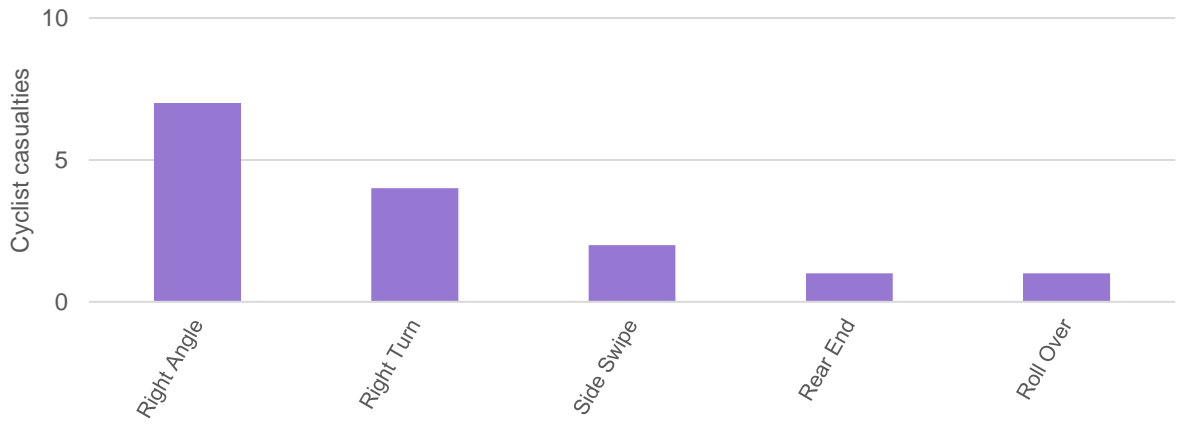


Figure 42: Cyclist casualty crash types on North East Road between 2017 and 2021

Six cyclist casualty crashes occurred on the 2km section between Sudholz Road and Muller Road, whilst five occurred in a 300m section encompassing the Ascot Avenue/Taunton Road and Hampstead Road intersections, representing the section with the highest frequency of cyclist crashes.

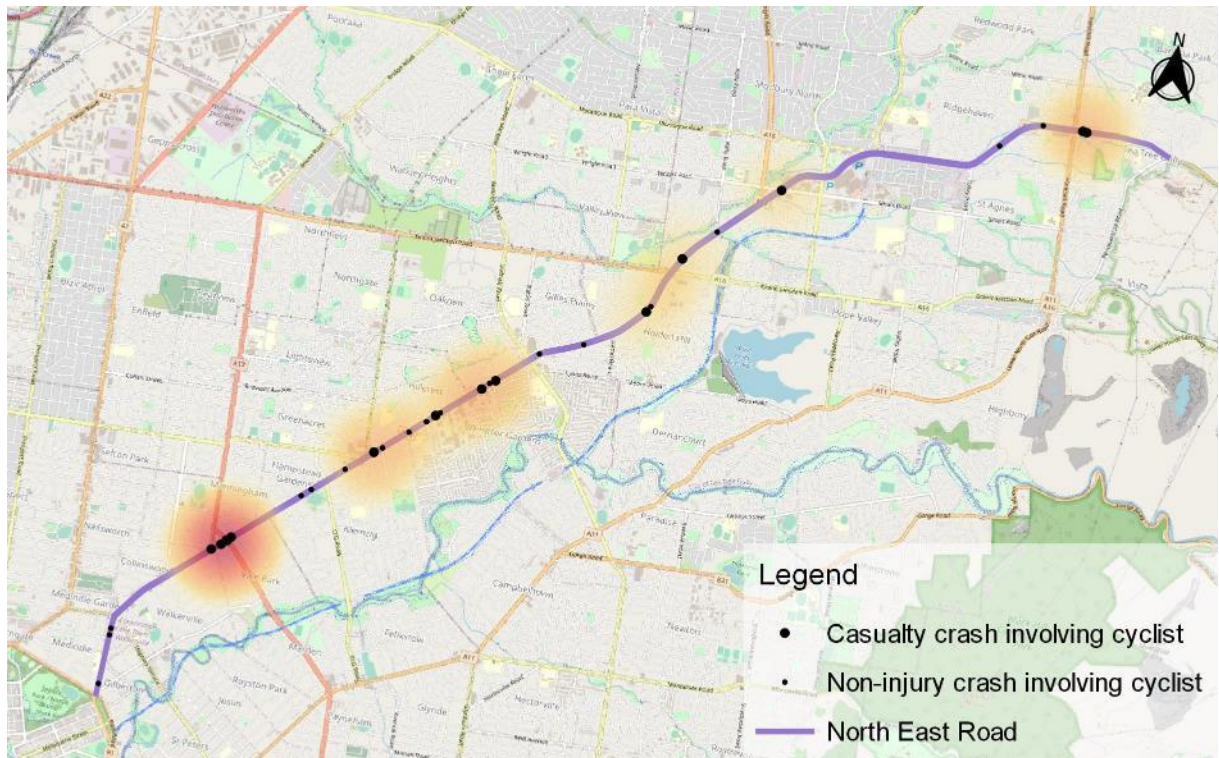


Figure 43: Heatmap of cyclist casualty crashes on North East Road between 2017 and 2021

Almost 50% fewer cyclist casualty crashes occurred in the five years between 2017 and 2021, when compared to the preceding five years indicating a potential downwards trend in cyclist casualty crashes occurring on the road.

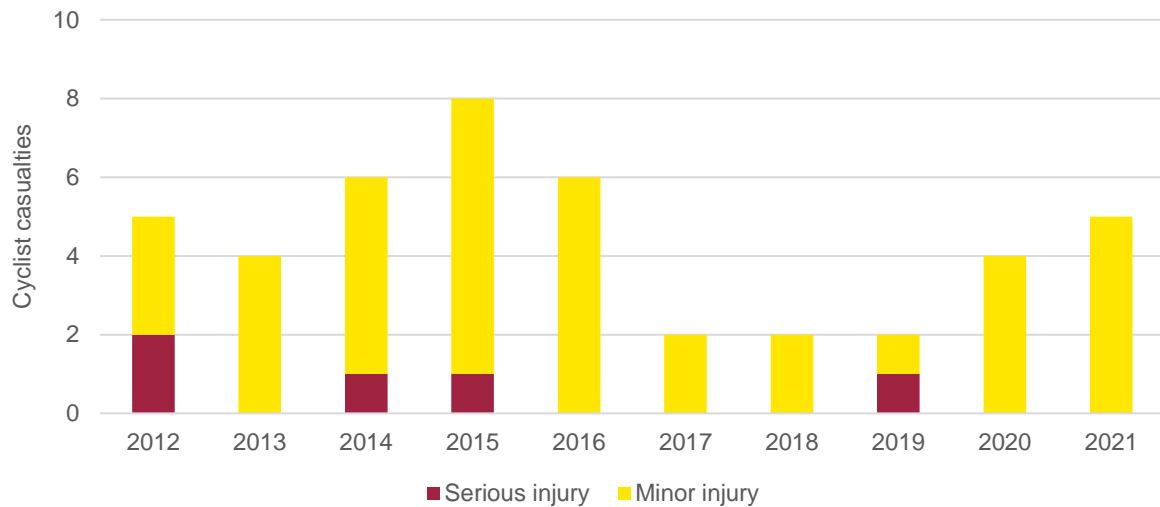


Figure 44: Ten year trend in cyclist casualty crashes on North East Road

RAA comment and recommendations

For a major, six-lane arterial corridor, North East Road contains much less dedicated cycle infrastructure than comparable corridors in Adelaide such as Port Road and Anzac Highway. The River Torrens Linear Park, running adjacent North East Road is arguably Adelaide’s best, fully off-road shared path, however, is somewhat indirect for commuter cyclists who typically wish to travel along the fastest, most direct route.

The enhancements required to improve cycle infrastructure along the length of North East Road are extensive and in many locations, upgrade options are constrained by carriageway and road reserve width. RAA therefore acknowledges that installing cycle lanes at some of these locations will not be straightforward and will require innovative design or changes to the cross-sectional carriageway width and kerb alignment, intersection upgrades and potentially some service relocation works.

Areas for further investigation include:

- Provision of continuous cycle lanes on North East Road
- Addition of cycle infrastructure as a key consideration of all future upgrade and maintenance work along North East Road
- Improved wayfinding and connectivity between North East Road and the River Torrens Linear Park Path.
- Provision of safety improvements through the intersections with Ascot Avenue and Hampstead Road due to high crash rates

Frome Street

Risky Rides ranking	7
No. of nominations	14
Top Suggestions for improvement	<ul style="list-style-type: none"> • New cycle lanes with physical/painted buffer (Rundle St to North Tce)
Cyclist casualty crashes (2017-2021)	11
Respondents involved in crash/near miss	2 (crash), 8 (near miss)

Frome Street is a north-south corridor in the Adelaide CBD, continuing for about 950m between North Terrace and Angas Street. The corridor continues a further 150m between Angas Street as Regent Street North, before terminating at the intersection with Carrington Street. The corridor is under the care and control of the City of Adelaide Council and provides a critical link to universities on North Terrace and Adelaide’s east end precinct.

Frome Road and Frome Street are subject to 50km/h speed limits. Traffic volumes on Frome Street are moderate, with the busiest section between North Terrace and Rundle Street carrying 8,900 vehicles per day, on average.

Frome Street has an on-road separated cycle lane in each direction which provides a safe north south cycling corridor across Adelaide CBD and is promoted as the preferred route for cyclists to take. However, these cycle lanes are not present between Rundle Street and North Terrace, with this hazardous section off-putting to many cyclists in Adelaide.

Given Adelaide’s grid road layout, Frome Street provides good access to most east-west routes across the city. North of North Terrace, Frome Road provides connectivity between Frome Street and the River Torrens Linear Park Path. South of Carrington Street, the bikeway continues as the Belair-City Bikeway, but also provides good connectivity to other bikeways via the Park Lands Trail, running through the south Park Lands.

Survey Responses

Thirteen of the fourteen nominations received were in relation to the missing section of the Frome Bikeway between Rundle Street and North Terrace. One respondent raised concerns with the bikeway design at intersections where vehicles turn across the path of cyclists on the bikeway.



Figure 45: Cyclists are exposed between Rundle Street and North Terrace

When specifying issues that would be resolved due to improvements at their nominated location, twelve respondents (86%) indicated that it would be better connected with existing cycling infrastructure, whilst eleven (79%) indicated that improved/reduced interactions with motor vehicles would be a favourable outcome.

Two respondents reported being involved in a crash along Frome Street, whilst 8, or 57% of respondents, reported being involved in a near miss.

The verbatim commentary below is typical of the commentary received by respondents who nominated Frome Street in the 2022 Risky Rides survey.

Detailed description of issue

“Heading south on Frome Rd from the North Tce crossing to Rundle St. The bike lane disappears and cyclists forced in close with passing vehicles.”

“It is ludicrous that a bike specific path/section would lead into one of the most dangerous sections of road with no cycling infrastructure at all.”

“Frome Street bike path - it is unsafe to use this bike path. As a cyclist you are risk from cars turning right and left across the bike path going through each junction. There are no bike traffic lights and when the pedestrian lights go to red flashing or red, but the traffic light is green motorists do not realise that cyclists still have right of way. There is also no signage on the road or signposts to warn motorists a bike path exists.”

Tell us about your negative experiences at this location

“Close passes. The feeling of being "dumped" into busy traffic.”

“Regularly see near-misses between traffic/cyclists. Bikeway needs to continue to North Terrace at least, and preferable further down into Frome Road”

“Riding north the cycle lane on Frome Road between Grenfell Street and North Terrace is missing.. why??? So weird!

How do you think an upgrade will benefit the community

“In its current state, the missing section of bike lane is like having a railway track between two towns with a 500m piece of track missing in the middle! It just doesn't make sense.”

“Better environment for riding. Joining up cycle infrastructure. Safer for all road users.”

“Protected bike ways or slow shared roads will encourage more cycling and allow young riders and families to feel safe. Riding on road with cars is not for everyone.”

Crash data

Between 2017 and 2021, 11 casualty crashes on Frome Street involved a cyclist, which makes up 38% of all casualty crashes on the street. Whilst the overall number of crashes on Frome Street is low, the ratio of cyclist crashes is likely high due to the very high popularity of cycling along this purpose-built cycle corridor.

Right turn and side swipe crashes were the only crash types to occur along Frome Street between 2017 and 2021. Other than a side swipe crash between Rundle Street and North Terrace, the remaining crashes occurred at intersections (9 crashes) and driveways (1 crash), which are the only remaining locations where cyclists and motor vehicles interact along the corridor.

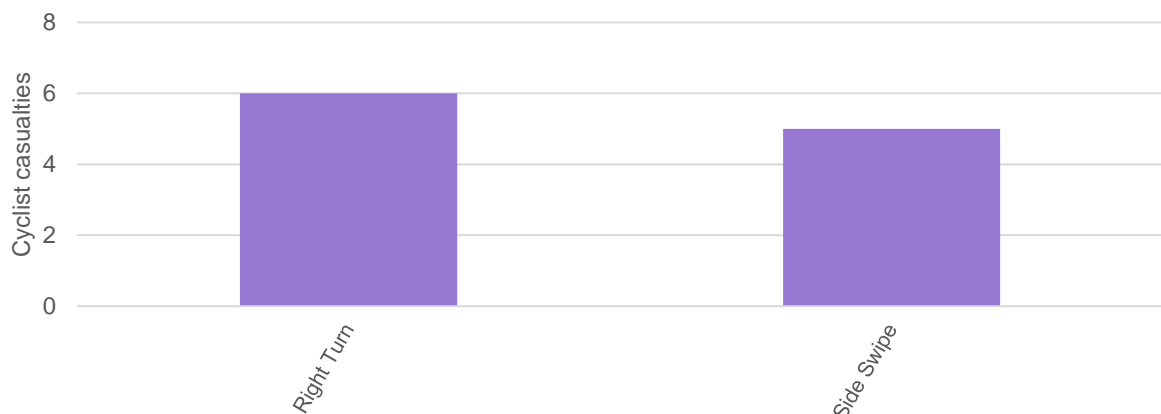


Figure 46: Cyclist casualty crash types on Frome Street between 2017 and 2021

More than 70% of cyclist casualty crashes occurred north of Pirie Street. The intersections with Wakefield Street, Grenfell Street and North Terrace each recorded two cyclist casualty crashes.

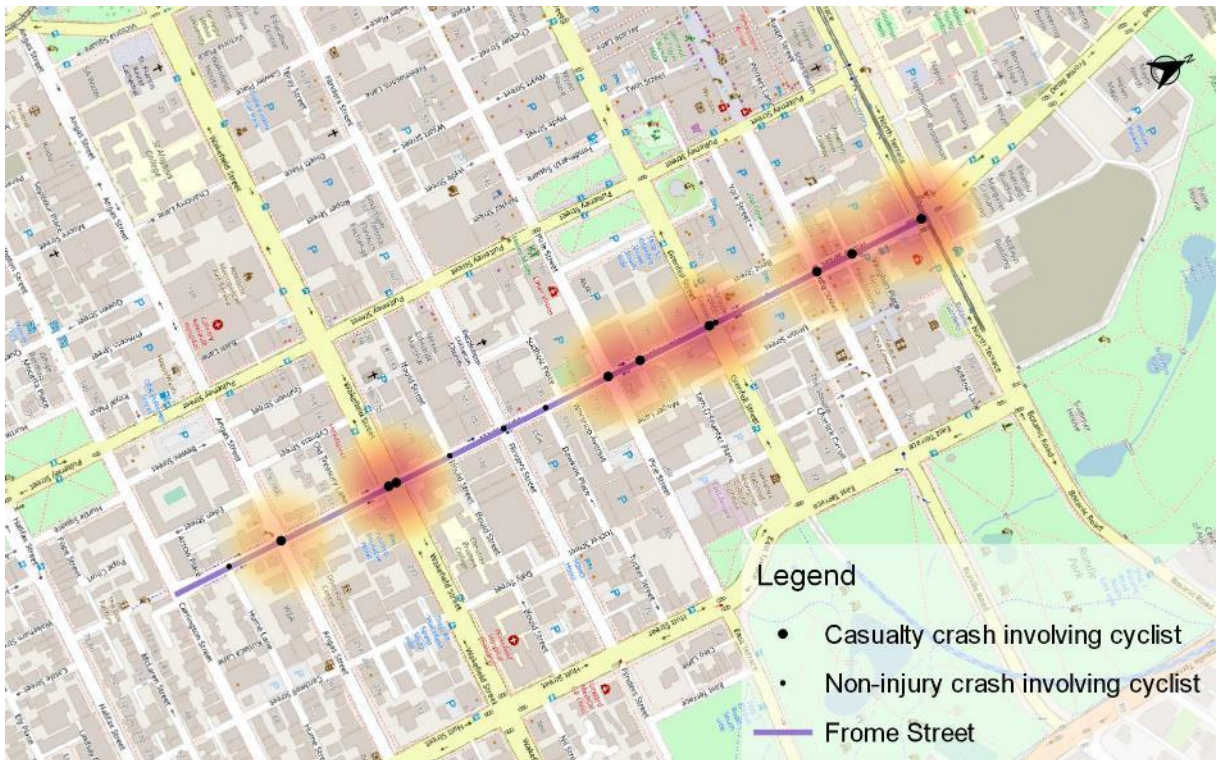


Figure 47: Heatmap of cyclist casualty crashes on Frome Street between 2017 and 2021

Given the low overall crash numbers, and varying levels of design and construction over the past decade, it is difficult to determine any conclusive trends in the crash data for Frome Street. However, more than 20% fewer casualty crashes occurred between 2017 and 2021 when compared to the five preceding years, despite an expected significant increase in the number of cyclists using the corridor.

Two milestones of interest when looking at Figure 48 include:

- May, 2014 – the initial opening of the Frome Street bikeway between Pirie Street and Carrington Street
- 2017-2019 – Redesign and reconstruction of Frome Street bikeway including installation of new section between Rundle Street and Pirie Street (and therefore potentially lower cyclist volumes during construction)

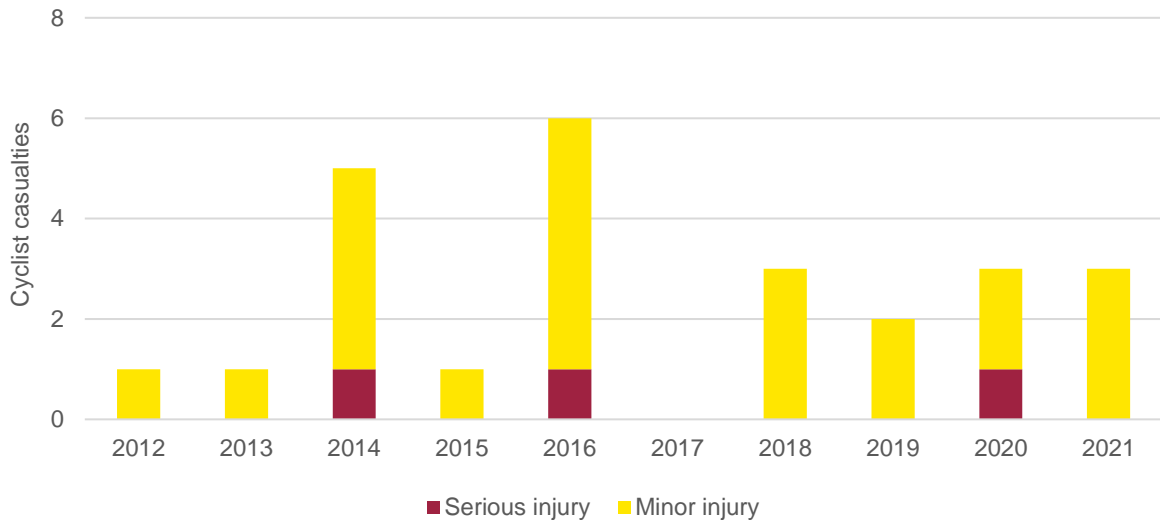


Figure 48: Ten year trend in cyclist casualty crashes on Frome Street

RAA comment and recommendations

The Frome Street Bikeway is the best piece of on-road cycle infrastructure in Adelaide. Unfortunately, due to several other construction projects between Rundle Street and North Terrace, works to complete the Frome Street Bikeway have been belated. Now that these projects are largely complete, it is an opportune time to complete missing section between Rundle Street and North Terrace, before investing in further improvements between North Terrace and North Adelaide.

A 2019 concept design¹⁰ included a 2m wide (typical) bikeway in each direction, whilst maintaining four traffic lanes and property access, with minor changes to parking arrangements.

¹⁰ City of Adelaide, 2019, North-South Bikeway: North Terrace to Rundle Street, accessed at <https://yoursay.cityofadelaide.com.au/23966/documents/120389>.

Port Road

Risky Rides ranking	8
No. of nominations	13
Top Suggestions for improvement	<ul style="list-style-type: none"> • Cycle lanes through intersections • Improvements to continuity Port Road Bikeway between James Congdon Drive and West Terrace
Cyclist casualty crashes (2017-2021)	56
Respondents involved in crash/near miss	2 (crash), 9 (near miss)

Port Road is a major arterial road connecting Adelaide at the intersection with West Terrace and North Terrace to Port Adelaide at the intersection with Grand Junction Road and Commercial Road. Port Road is under the care and control of the Department for Infrastructure and Transport and extends for more than 11km with several major intersections.

Traffic volumes on Port Road are very high, with the section between James Congdon Drive in Thebarton and Adam Street in Hindmarsh, one of the busiest road sections in Adelaide. This section of Port Road carries more than 70,000 vehicles per day whilst also accommodating a tram line in the centre of the road. Traffic volumes for most other sections of Port Road vary between 40,000 and 45,000 vehicles per day, but significantly reduce between Old Port Road and Grand Junction Road.

Current cycle infrastructure between West Terrace and Adam Street is of a higher standard than what is provided along the remainder of the corridor, as well as most other popular cycle corridors in South Australia. A separated shared path (Livestrong Pathway) is provided alongside the road, as well as cycle lanes in both directions with a narrow traffic island providing some separation between cyclists and motor vehicles where possible. For the remainder of the corridor, wide cycle lanes continue through most intersections; however, cycle lanes make way for left turn lanes at the intersections with Grand Junction Road, Woodville Road, Kilkenny Road and East Avenue.

The Outer Harbour Greenway runs parallel to the north of Port Road, adjacent the rail corridor - utilising a combination of shared paths and local roads to provide a direct cycling corridor between Port Adelaide and Adelaide. Port Road provides connectivity to other cycling routes including:

- The Marino Rocks Greenway (West Terrace Bikeway)
- The Park Lands Trail
- River Torrens Linear Park Path
- North-South Corridor cycle lanes
- The Grange Greenway (West Lakes Boulevard)

Despite the close proximity and direct nature of the Grange Greenway, cyclist utilisation of Port Road is high – as indicated by Strava Heatmaps. Sections of the Outer Harbour Greenway were also nominated in the Risky Rides survey, however, were not counted in the total number of nominations for Port Road itself.



Figure 49: Strava Heatmap showing relative cyclist volumes on Port Road and the surrounding network including the Outer Harbour Greenway (Source: Strava Heatmap¹¹)

Survey Responses

Almost half (6 of 13) of nominations for Port Road were when travelling along the section between James Congdon Drive and West Terrace, with two nominations referring to the whole corridor generally, and several intersections receiving a single nomination for cycle lanes that disappear.

Within the section between James Congdon Drive and West Terrace, three nominations were received for the section near the Police Barracks, where the Livestrong Pathway abruptly ends, two were received for the path on the south side of the road between West

¹¹ Strava, 2023, Global Heatmap, “ride” activity only shown, accessed February 2023 at <https://www.strava.com/heatmap>.

Terrace and Gaol Road, and one was received for the intersection with North Terrace and West Terrace.



Figure 50: To access the Livestrong Pathway and Outer Harbour Greenway, northwest-bound cyclists have to cycle along the narrow paved footpath between Gaol Road and the start of the Livestrong Pathway after crossing Port Road

When specifying issues that would be resolved due to improvements at their nominated location, more than three quarters of respondents indicated that improved/reduced interactions with motor vehicles would be a favourable outcome, whilst improved visibility of cyclists, and better safety entering/exiting or crossing traffic were each selected by about one third of respondents.

Two respondents reported being involved in a crash along Port Road whilst 9, or 69% of respondents, reported being involved in a near miss.

Whilst the Outer Harbour Greenway provides a direct cycling alternative away from Port Road, several sections of this were also raised in the survey, with nominations for the Outer Harbour Greenway related to unsafe interactions with vehicles/pedestrians in parts, and difficulties travelling between the greenway and their destination and/or origin.

The verbatim commentary below is typical of the commentary received by respondents who nominated Port Road in the 2022 Risky Rides survey.

Detailed description of issue

“Port Road Thebarton, between the Livestrong Path (Road Safety Centre) and Gaol Rd, past the Police Barracks on the northern side.”

“[Woodville Road intersection] Heading towards the city along Port Rd the bike lane disappears at the traffic lights and reappears on the other side of the intersection. Where is a cyclist supposed to be at these traffic lights going toward the city. I've cycled in Switzerland for several thousand kms and I've also never come across vanishing bicycle lanes. They sometimes mount the kerb and continue on the footpath before re-joining the road way, but they don't just vanish! In any event, fixing this intersection would require shifting the 'road furniture' a little to the left to accommodate a bicycle lane going into the intersection to match that on the other side.”

“Port road has no infrastructure for everyday people cycling. You have to be incredibly brave to ride in the car parking lane that is a bike lane for a few hours per week. It is impossible for me to cross the train line near Cheltenham Road on the north side when travelling west on the northern side of the road. This road is so wide, yet no-one has thought to put physically separated cycling infrastructure here, unbelievable! As a result I use the footpath everyday and the condition is terrible.”

Tell us about your negative experiences at this location

“The bike path on Port Road from Park Tce to RAH is full time. Presently this section of road seems to be used by semi-trailers loaded with building materials (usually formed concrete panels) laying over awaiting a call to deliver at Adelaide building sites.”

“[Shared path adjacent Port Road over rail line in Adelaide Park Lands] Pedestrians are often surprised to see cyclists on the shared use path here – I have been yelled at and abused.”

“There are amazing paths on Port Road until you hit the police barracks. There is a tight dog leg at the end of the path and then no off-road path. The quality of the footpath is average to say the best. Most riders I see, including myself ride the footpath to the lights and then cross at the lights to the southern side of Port Road along to West Terrace.”

“Port Rd is a great commuter route for bikes, as it is fast and direct, but it is not safe due to the number of drivers that provide insufficient room and consideration for people on bikes.”

How do you think an upgrade will benefit the community

“It will provide a direct commuter route for people and businesses along Port Road.”

“Pedestrians and cyclists would be able to share the space safely. It's too tight currently, especially when taking into consideration the light poles.”

“Physical protection improves safety tremendously and gives more people the confidence to ride more often.”

Crash data

Between 2017 and 2021, 56 casualty crashes on Port Road involved a cyclist. When considering all casualty crashes on Port Road, 18% involved a cyclist, which is higher than the metropolitan Adelaide average of 13.3% of casualty crashes involving cyclists.

Right angle and side swipe crashes are the most common on Port Road, accounting for 46% and 30% of cyclist casualty crashes, respectively.

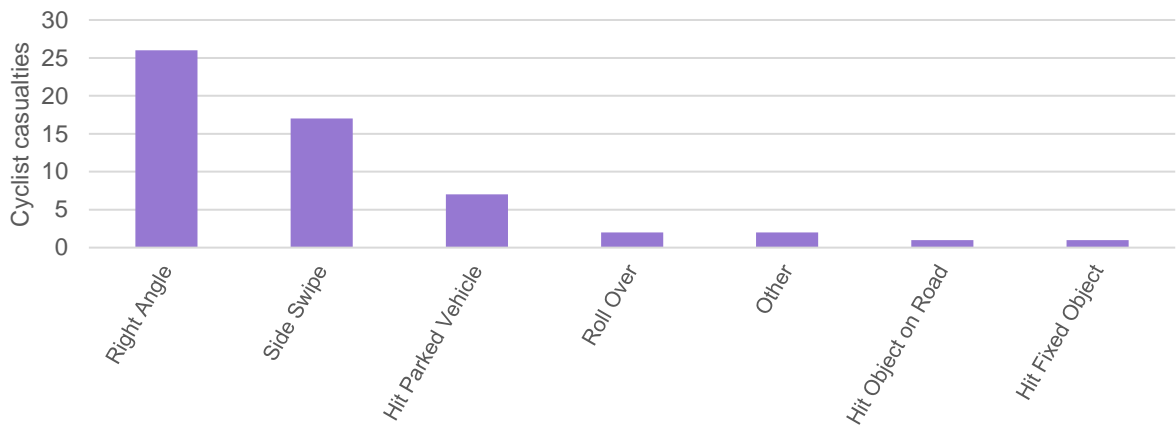


Figure 51: Cyclist casualty crash types on Port Road between 2017 and 2021

Whilst cyclist casualty crashes are spread along the length of Port Road, the frequency is greatest between South Road and James Congdon Drive. More than 45% of cyclist casualty crashes occurred along this part of Port Road which makes up only 20% of the total length. Right angle crashes were most common between South Road and Manton Street whilst up to five dooring incidents resulting in injury also occurred. Side swipe crashes made up the majority of crashes between Adam Street and James Congdon Drive.

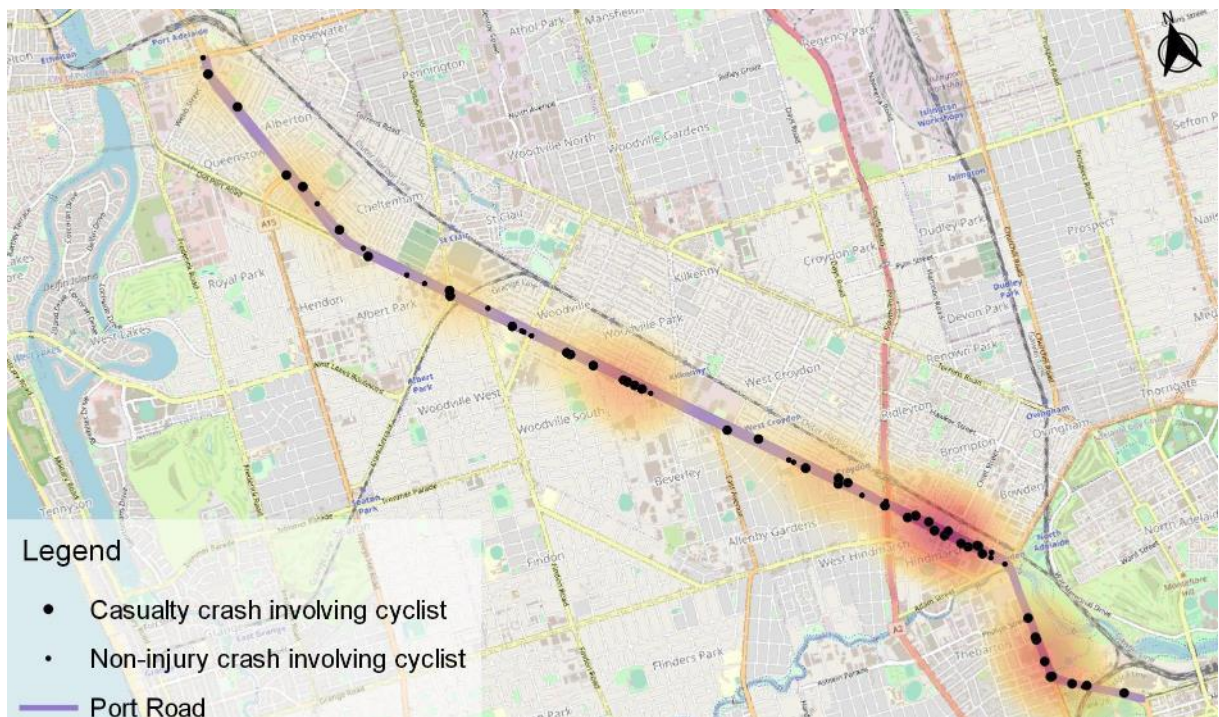


Figure 52: Heatmap of cyclist casualty crashes on Port Road between 2017 and 2021

There is little indication of any change in the frequency of cyclist crashes along Port Road, however, 2021 did record significantly fewer cyclist casualty crashes than the 10 year average, with four in 2021, compared to an 11.9 average for the ten-year period.

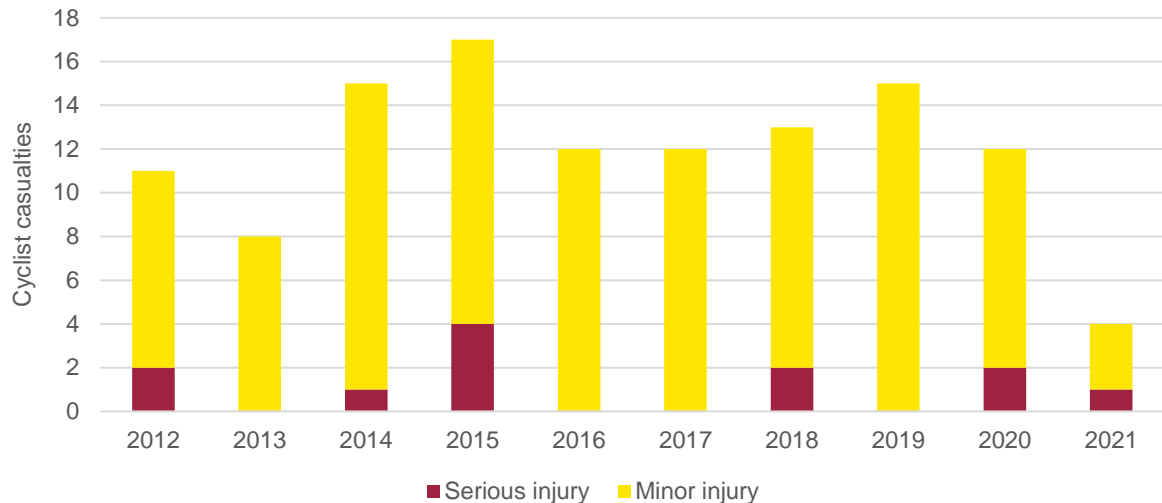


Figure 53: Ten year trend in cyclist casualty crashes on Port Road

RAA comment and recommendations

Whilst cycle lanes are present along most of Port Road, they often go missing at intersections, or are shared with a left turn lane for motor vehicles. This is done to use road space efficiently, however, compromises the safety of cyclists at busy intersections, which are generally the riskiest parts of on-road cycling journeys.

Whilst the Outer Harbour Greenway provides a direct alternative cycling route to the city, away from Port Road, survey respondents have cited some challenges with this corridor, and further investment towards improvements to the Outer Harbour Greenway may encourage higher cyclist patronage of this alternative route

It is also evident that there are connectivity issues when utilising the off-road Port Road Bikeway, between West Terrace and Bonython Park, with five nominations received for various parts of this bikeway.

Areas for further investigation include:

- Provision of cycle lanes through intersections along Port Road
- Improving safety and continuity of the Port Road Bikeway between West Terrace and Bonython Park (potentially as part of the development of the new Women’s and Children’s Hospital)
- Further improvements to the Outer Harbour Greenway to support cycling away from Port Road
- Provision of safety improvements between South Road and James Congdon Drive due to high crash rates

Sir Donald Bradman Drive

Risky Rides ranking	9
No. of nominations	13
Top Suggestions for improvement	<ul style="list-style-type: none"> • Cycle lanes with painted buffer • On/off ramps between road and footpath/shared path
Cyclist casualty crashes (2017-2021)	30
Respondents involved in crash/near miss	4 (crash), 10 (near miss)

Sir Donald Bradman Drive is an 8km long arterial road in Adelaide’s western suburbs and provides direct access between West Terrace in Adelaide and Adelaide Airport, through to West Beach. Whilst predominantly state-maintained, the section between South Road and Adelaide Airport (Airport Road) is part of the National Land Transport Network and therefore attracts additional federal government funding.

Sir Donald Bradman Drive is a popular cycling corridor as it provides a direct link between Adelaide and the coast, which is a highly popular recreational cycling destination. Grange Road, Henley Beach Road, and the River Torrens Linear Park Path are other relatively direct alternatives between Adelaide and the coast, and the Airport Bikeway provides a local-road cycling link (with little in the way of cycle infrastructure) between James Congdon Drive in Mile End and May Terrace in Brooklyn Park/Lockleys, running parallel to Sir Donald Bradman Drive and Henley Beach Road.

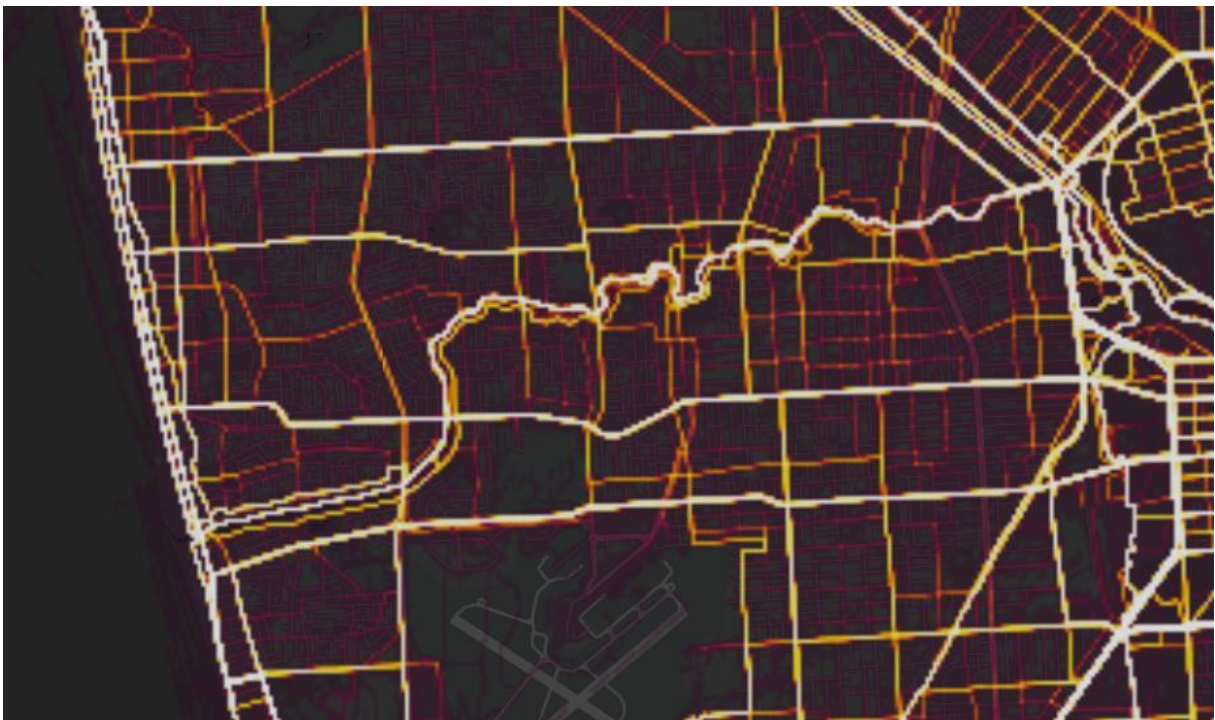


Figure 54: Strava Heatmap showing relative cyclist volumes on Sir Donald Bradman Drive and other routes between Adelaide and the coastline (Source: Strava Heatmap¹²)

¹² Strava, 2023, Global Heatmap, “ride” activity only shown, accessed February 2023 at <https://www.strava.com/heatmap>.

Sir Donald Bradman Drive has a mix of full and part-time cycle lanes along most of its length, however there are several connectivity issues, including:

- No cycle lanes on approaches to, and travelling over Marion Road
- No westbound cycle lane for 700m between Tapleys Hill Road and Rutland Avenue
- No cycle lanes on approaches to, and travelling across Tapleys Hill Road
- No cycle lanes on Burbridge Road between Tapleys Hill Road and Seaview Road

Part-time cycle lanes operate from 7am-10am and 3pm-7pm, Monday to Friday, between Brooker Terrace/Bagot Avenue and Airport Road, with remaining cycle lanes operating on a full-time basis.

Sir Donald Bradman Drive provides access to several key cycle corridors as part of the Bike Direct network, including:

- Marino Rocks Greenway (West Terrace Bikeway)
- Park Lands Trail
- West Side Bikeway (at James Congdon Drive)
- Clifford Street bike route (Brooker Terrace/Bagot Avenue)
- Plympton-Woodville Park bike route (Clifford Street)
- Airport Bikeway (May Terrace, shared path on the northern verge between Airport Road and Gibson Street, shared path/local road route parallel to Burbridge Road)
- Anna Meares Bike Path (on the southern verge between Airport Road and Tapleys Hill Road)
- Reece Jennings Bikeway (Tapleys Hill Road)
- Coast Park Path

Survey Responses

Survey nominations for Sir Donald Bradman Drive covered the full length of the corridor between West Terrace and Seaview Road. Three nominations were general in nature and referred to issues along to the length of the corridor, whilst remaining nominations were more specific about sections or locations.

The section between West Terrace and James Congdon Drive was raised by multiple respondents due to the dooring risk because of parallel parking adjacent the cycle lane, as well as near misses on the bridge across Railway Terrace and the rail corridor. There were also multiple nominations for intersections at Marion Road and South Road, as well as difficulties about the Anna Meares Bikeway which runs parallel to Sir Donald Bradman Drive, ending abruptly at Frank Collopy Court – requiring riders to cross in a dangerous location or ride on the footpath.



Figure 55: Respondents were concerned about dooring between West Terrace and James Congdon Drive

When specifying issues that would be resolved due to improvements at their nominated location, more than three quarters of nominations indicated that improved/reduced interactions with motor vehicles would result, whilst almost half suggested that Sir Donald Bradman Drive would be better connected with existing cycle infrastructure.

Four respondents reported being involved in a crash along Sir Donald Bradman Drive, whilst 10, or 77% of respondents, reported being involved in a near miss. There were no respondents that reported not being involved in a crash or near miss.

The verbatim commentary below is typical of the commentary received by respondents who nominated Sir Donald Bradman Drive in the 2022 Risky Rides survey.

Detailed description of issue

“Anna Meares cycle path ends at Bunnings. On a ride into work, I have a choice to cross a busy road to ride beside the road for 800m before crossing a busy road once more, or a long diversion on busy roads through the airport, or to ride on the footpath for 800m. I choose the footpath.”

“There is a bicycle lane but with parallel parking permitted to the left of the bicycle lane.”

“[Crossing Marion Rd] Travelling East on Sir Donald Bradman Drive, bike lane disappears altogether, very tight spot for cyclist. I am amazed no one has been killed. Extremely dangerous.”

Tell us about your negative experiences at this location

“I took off westwards across West Terrace in the bike lane with approx 6 cars. I was travelling almost same speed as cars, the road bends slightly to the left before crossing railway. A Parked car waited for last car to pass before opening driver's door, I was already past the back of parked car and had no time to avoid. The door extended across the bicycle lane and extended a further 30 cm. I braked and swung to the right, but hit door badly injuring left hand, then flew over the door and landed on my head/right shoulder. I lost top of left middle finger, very badly concussed, vertigo.”

“Cars do not give any clearance for the cyclists.”

“Side swiped into footpath barrier by car.”

How do you think an upgrade will benefit the community

“I think more people would use the Anna Meares cycle path if it didn't just suddenly end at Bunnings but continued as a protected off-road path all the way around the airport.”

“Yes by providing cyclist's safety from dooring crashes.”

“Provide room for cars and bikes to share road.”

Crash data

Between 2017 and 2021, 35 casualty crashes on Sir Donald Bradman Drive involved a cyclist, accounting for one in four casualty crashes on the road – almost double the metropolitan Adelaide average of 13.3% of casualty crashes involving cyclists.

Right turn crashes at intersections were the most common cyclist casualty crash, and accounted for 43% of casualty crashes, whilst right angle crashes accounted for 29% of casualty crashes involving cyclists.

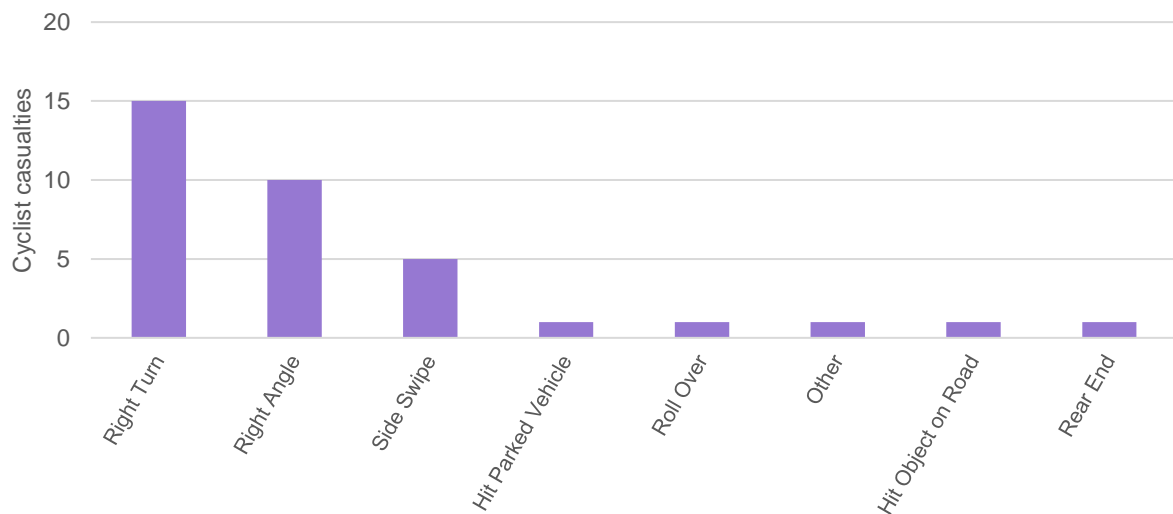


Figure 56: Cyclist casualty crash types on Sir Donald Bradman Drive between 2017 and 2021

Almost half (17 of 35) of cyclist casualty crashes occurred on the 1.6km section between South Road and Marion Road, with the majority of crashes occurring at intersections. The intersection with Milner Road intersection recorded three casualty crashes whilst two casualty crashes occurred at each of Turner Street, Clarence Street/Talbot Street, and Pearson Street.

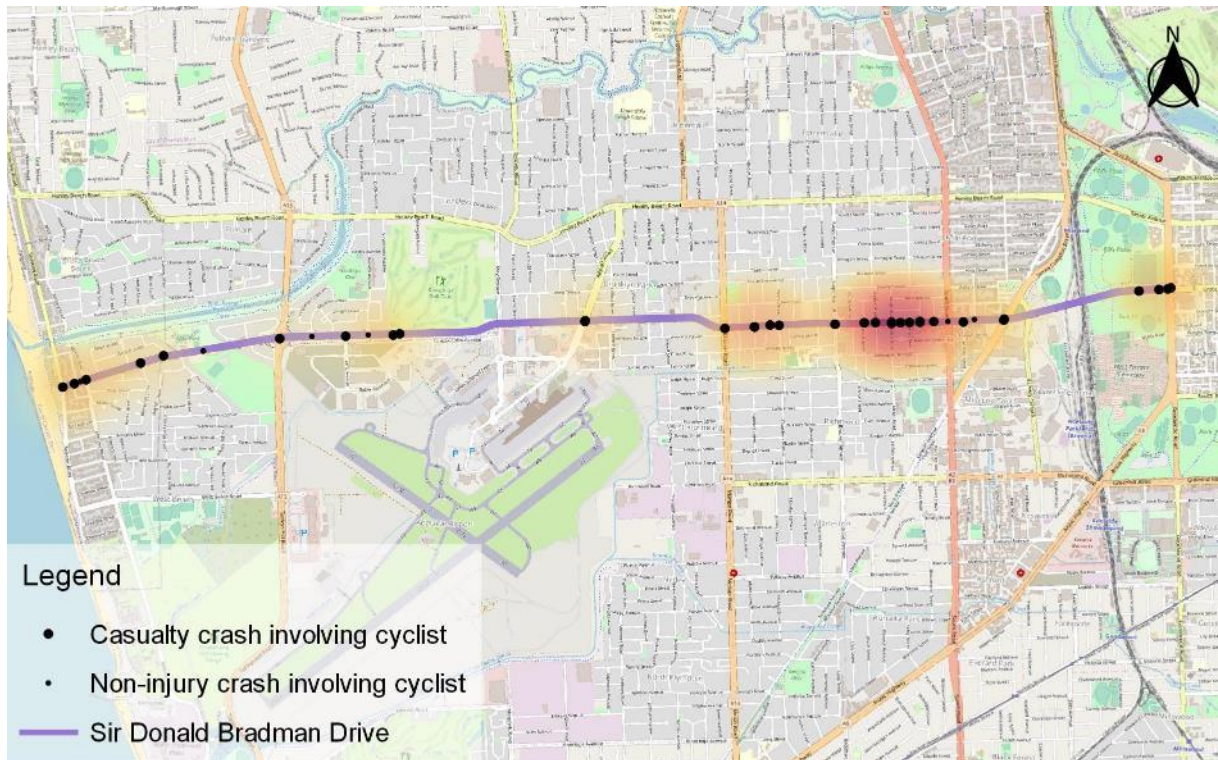


Figure 57: Heatmap of cyclist casualty crashes on Sir Donald Bradman Drive between 2017 and 2021

There appears to be a steady or slightly increasing trend in cyclist casualty crashes on Sir Donald Bradman Drive, with 2021 recording the highest annual number of cyclist casualties over the ten-year period, with two cyclists seriously injured and seven sustaining minor injuries.

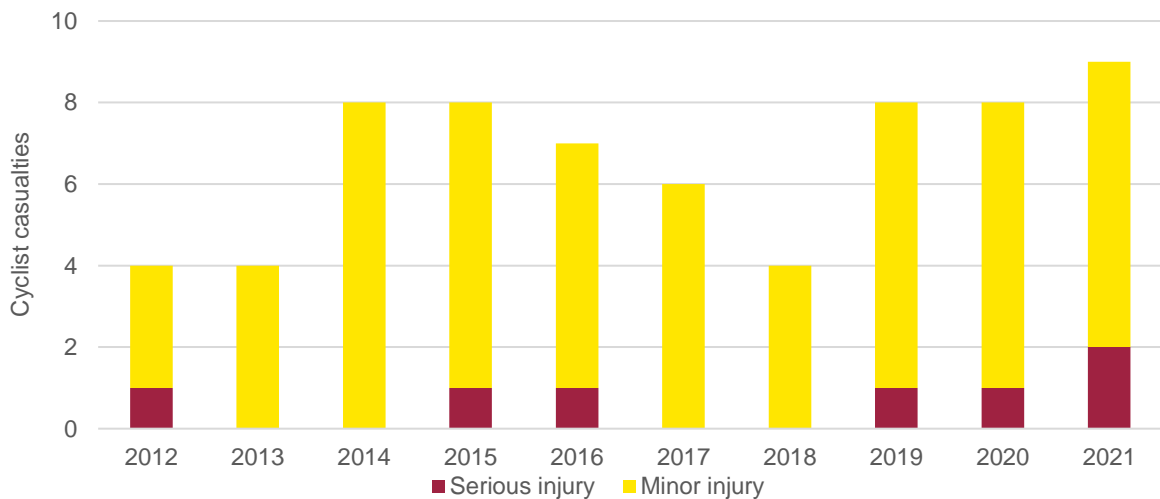


Figure 58: Ten year trend in cyclist casualty crashes on Sir Donald Bradman Drive

RAA comment and recommendations

Sir Donald Bradman Drive is a highly popular cycling corridor as it provides the most direct link between the city and the coast. Whilst cycle lanes are present along most of the corridor, there are several missing sections, most notably at the intersection with Marion Road and the intersection with Tapleys Hill Road.

The intersection with Marion Road and Sir Donald Bradman Drive is flagged for an \$85m upgrade, jointly funded by the state and federal governments – that will deliver safety and capacity improvements. Early investigation works are currently underway, however, RAA considers this an opportune time to provide safe cycle connectivity through the intersection.

Areas for further investigation include:

- Extension of the Anna Meares Bikeway at least to the intersection with Airport Road (past Bunnings and Ikea) – which will progress an eventual “airport loop” for cycling and walking.
- Provision of continuous cycle infrastructure through Marion Road (as part of \$85m planned upgrade)
- Provision of safety interventions between South Road and Marion Road, where a high rate of cyclist casualty crashes occurs

Portrush Road

Risky Rides ranking	10
No. of nominations	12
Top Suggestions for improvement	<ul style="list-style-type: none"> • New cycle lanes (Greenhill Road to SE Freeway) • Cycle lanes across Portrush Road through intersections (e.g The Parade, Payneham Road)
Cyclist casualty crashes (2017-2021)	20
Respondents involved in crash/near miss	1 (crash), 5 (near miss)

Portrush Road is a major north-south arterial road and is listed on the Federal Government's National Land Transport Network as a route of national significance providing connectivity between the South Eastern Freeway and the north of South Australia including Port Adelaide. As such, the volume of traffic is very high, especially with regards to heavy freight vehicles. Portrush Road extends for 10km between the South Eastern Freeway and Payneham Road.

Traffic volumes on Portrush Road are consistently between 36,000 and 39,000 vehicles per day, of which up to 2,900 (8%) are commercial vehicles as large as b-doubles.

Current cycle infrastructure on Portrush Road is limited to on-road cycle lanes, which are not present between the South Eastern Freeway and Greenhill Road or at several intersections including Edward St (northbound), Luhrs Road (southbound) and Payneham Road (all directions). Where present, cycle lanes operate on a full-time basis.

Portrush Road provides key connectivity from the north to the Crafers Bikeway which travels adjacent to the South Eastern Freeway between Glen Osmond and Crafers. Other intersecting cycle corridors include:

- Glenside Bikeway (Fowlers Road)
- Glenside bike route (Sturdee Street/Windsor Road)
- Burnside Bikeway (Stafford Grove/Grant Ave)
- Kensington Bikeway (William Street/Phillips Street)
- Norwood Bikeway (Beulah Road)
- St Morris Bikeway (Jones Avenue/Clifton Street)

Payneham Road, Magill Road, The Parade and Greenhill Road are also popular cycling corridors on arterial roads that intersect Portrush Road.

Survey Responses

Several issues were raised by survey respondents nominating Portrush Road. Half of nominations referred to the section between Greenhill Road and the South Eastern Freeway (Crafers Bikeway), citing safety concerns accessing the Crafers Bikeway, as well as challenges crossing Portrush Road from east to west. The intersections with The Parade and with Payneham Road both also received multiple nominations for unsafe east-west movements across Portrush Road.



Figure 59: On-street parking, and high heavy vehicle volumes make cycling on Portrush Road dangerous

When specifying issues that would be resolved due to improvements at their nominated location, more than half of respondents cited improved/reduced interactions with motor vehicles, whilst half cited improved safety for younger/less experienced cyclists.

One respondent reported being involved in a crash along Portrush Road, whilst 5, or 42% of respondents, reported being involved in a near miss.

The verbatim commentary below is typical of the commentary received by respondents who nominated Portrush Road in the 2022 Risky Rides survey.

Detailed description of issue

“Crossing over Portrush Road from Sturdee Street to Windsor Road is supposed to be a bike route but there is an island in the middle making it impossible to safely cross over.”

“Crossing Portrush road on The Parade heading East, traffic funnels from two lanes to one. This presents a dangerous situation for cyclists on a very popular route into the hills. This could be solved by a short bike path (approx.. 50m) utilising the existing footpath, merging back onto road to meet existing bike lane.”

“[Between Greenhill Road and the South Eastern Freeway] As a main road I believe there needs to be a bike lane on both sides of the road. Bike riders love to ride a good hill. The SE Freeway bike track/old freeway/Mt Barker Road from the bollards to Crafers is such a great, safe separated bike way all the way up the hill. It’s absolutely fantastic for biking enthusiasts and commuters. Where it falls down though is that it’s access at the bottom comes from 3 major roads from different directions but unfortunately not one of those access roads have a safe continuous bike lane which makes absolutely no sense to me given the amount of bike traffic that go up the SE Freeway bike track.”

Tell us about your negative experiences at this location

“[Intersection with The Parade] Cyclists squeezed out by car lanes.”

“[Between Greenhill Road and the South Eastern Freeway] Large numbers of parked cars, which force cyclists into the path of trucks.”

“Road rage.”

How do you think an upgrade will benefit the community

“[Between Greenhill Road and the South Eastern Freeway] No need to weave in and out of parked cars when riding to the Crafers Bikeway. This section of Portrush Rd is the only one that doesn't have a bike lane.”

“Allowing people of all ages and skill levels to feel more comfortable getting on their bikes for short trips. There are so many destinations people could reach from Portrush Road”

“Safer for cyclists.”

Crash data

Between 2017 and 2021, 20 casualty crashes on Portrush Road involved a cyclist, accounting for 9% of all casualty crashes on this road, slightly lower than the metropolitan Adelaide average of 13.3% of casualty crashes involving cyclists.

Right angle, side swipe, and right turn crashes make up the majority of cyclist crashes on Portrush Road.

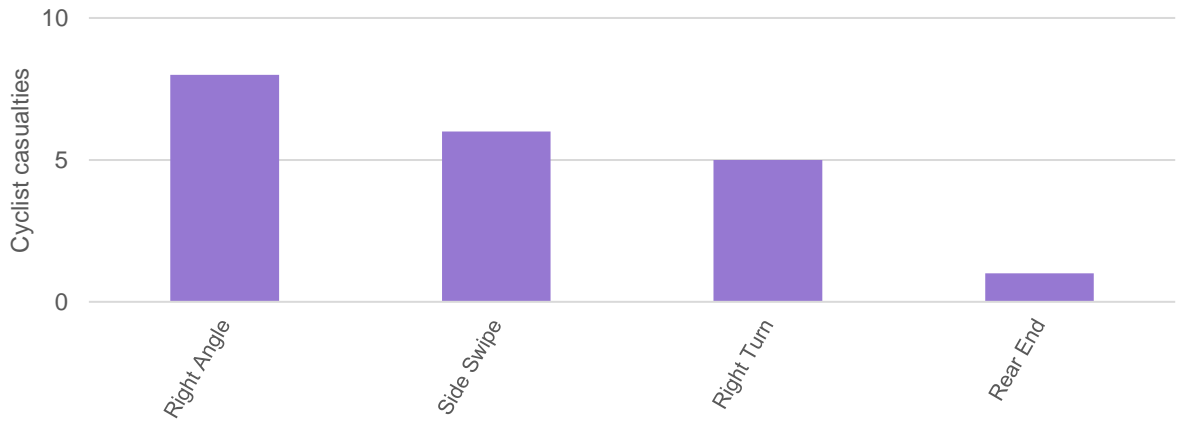


Figure 60: Cyclist casualty crash types on Portrush Road between 2017 and 2021

The Norwood/Kensington/Toorak Gardens section between The Parade and Grant Avenue has a higher frequency of cyclist crashes with 35% of crashes on Portrush Road occurring on this 1.2km section.

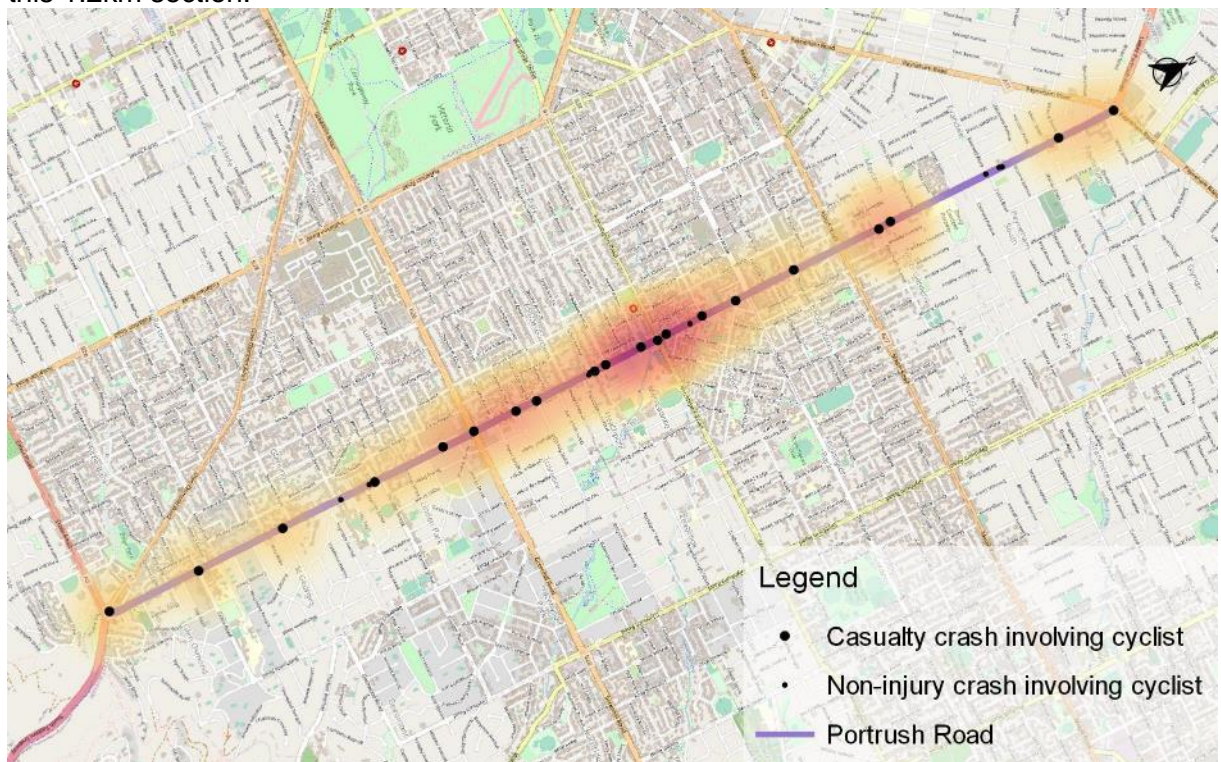


Figure 61: Heatmap of cyclist casualty crashes on Portrush Road between 2017 and 2021

There appears to be a reducing trend in the number cyclist casualty crashes along Portrush Road over the past decade.

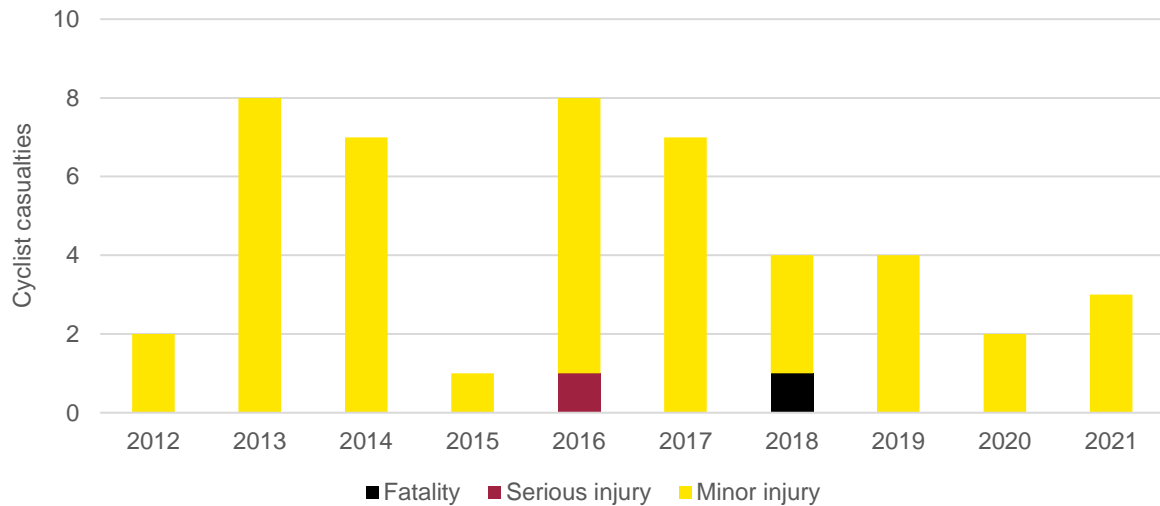


Figure 62: Ten year trend in cyclist casualty crashes on Portrush Road

RAA comment and recommendations

As the most important north-south transport corridor east of Adelaide, Portrush Road is very busy, and bisects all east-west routes between the Adelaide and the Adelaide Hills. Roads such as The Parade, Magill Road and Greenhill Road are all popular for recreational cyclists as direct routes to popular cycling roads in the Adelaide Hills. Portrush Road also bisects popular commuter bikeways along these roads, and many cycle journeys along these bikeways require some travel on Portrush Road to access the bikeway.

Areas for further investigation include:

- Provision of a cycle lane between Greenhill Road and the South Eastern Freeway
- Provision of a cycle lane or kerb ramps at other locations where cycle lanes are not continuous, such as at Payneham Road, Luhrs Road and Edward Street
- Improved continuity of the Glenside bike route across Portrush Road at Windsor Street/Sturdee Street.
- Improvements to cyclist safety across Portrush Road when travelling along The Parade and Payneham Road.
- Improved wayfinding signage/line marking to the Crafers Bikeway to encourage cyclists to use alternate routes away from Portrush Road.

Top five paths

River Torrens Linear Park Path

Risky Rides ranking (off-road paths)	1
No. of nominations	20
Top Suggestions for improvement	<ul style="list-style-type: none"> • Improved maintenance • Improved connectivity with other paths and CBD • Provision of lighting in St Peters
Respondents involved in crash/near miss	5 (crash), 11 (near miss)

The River Torrens Linear Park Path is one of Adelaide’s most popular recreational paths and is shared by thousands of pedestrians and cyclists daily, over its 30km (approximate) length between Highbury/Athelstone in the foothills and Henley Beach South/West Beach on the coast. The path travels through Adelaide and, whilst popular for recreational purposes is also very popular for commuting into the city away from busy arterial roads.

Upkeep of the associated pathways is the responsibility of eight metropolitan councils, depending on the location of the path. These include City of Tea Tree Gully, Campbelltown City Council, City of Port Adelaide Enfield, City of Norwood Payneham and St Peters, Town of Walkerville, City of Adelaide, City of Charles Sturt, and City of West Torrens.

The path follows the alignment of the River Torrens, and in most sections, a sealed path is present on both sides of the river. When following the path, there are very few road crossings or interactions with motor vehicle traffic, with the exceptions at

- North Adelaide Par 3 Golf Club carpark (northern path only)
- Holbrooks Road (southern path only)
- Seaview Road West Beach (southern path only)

Connectivity is provided from most major road bridges in the way of a ramp to the main path, and links between the path and local roads are provided on a regular basis to ensure access at regular intervals. Much of the path is built to a good standard, with good width and line marking, as well as amenities including solar lighting, toilets, water fountains and playgrounds.



Figure 63: Many parts of the path are built to a high standard, with good width, line marking and provision of solar lighting

As a key active transport corridor, and due to the fact it bisects metropolitan Adelaide, the River Torrens Linear Park Path naturally connects to many other cycling and active transport corridors, including:

- The O-Bahn Bikeway (Brookvale Road)
- Kensington Gardens-Paradise bike route (Ann Street)
- Tusmore-Klemzig bike route (Briar Road)
- Windsor Gardens bike route (Windsor Grove)
- Ways Road bike route (Ilford Street)
- Toorak Gardens-Walkerville bike route (Lambert Road)
- St Peters Bikeway (Ninth Avenue)
- Hackney Road
- Park Lands Trail (Adelaide Park Lands)
- Frome Street Bikeway (Belair-City Bikeway)
- Kintore Avenue (bike lanes)
- Gawler Greenway (War Memorial Drive)
- Outer Harbour Greenway (Bonython Park)
- Port Road Bikeway (Bonython Park)
- Phillips Street/Ashwin Parade bike route
- South Road (surface road) bike lanes
- Plympton-Woodville Park bike route (Autumn Avenue/Kanbara Street)
- Reece Jennings Bikeway (Tapleys Hill Road)
- Airport Bikeway (Cairns Avenue/Tapleys Hill Road)
- Military Road
- Seaview Road
- Coast Park Path (Seaview Road)

Review of Strava heatmaps show that pathways on both sides of the river are well utilised by cyclists, however, west of the city, the path on the north side of the river is utilised more than the path on the south side.

Survey Responses

Three quarters of nominations for the River Torrens Linear Park Path were for the section between St Peters and Hindmarsh/Thebarton (South Road). Of the remaining five nominations, four were more general in nature, and one referred to the slippery surface of a bridge near Windsor Grove.

Nominations were made for a variety of reasons, and respondents often raised more than one issue. The most raised issues included:

- Path maintenance (35% of nominations)
- Connectivity (25% of nominations)
- Lighting (25% of nominations)
- Needs widening (25% of nominations)
- Behaviour of other users (15% of nominations)

Maintenance issues were raised in three areas, between St Peters and Adelaide, between South Road and Adelaide, and at localised areas within Adelaide.

Connectivity issues were mostly raised in the city, with nominations also calling for more, and consistent wayfinding and direction signage along the full length of the path. A lack of lighting was raised as an issue almost exclusively in the St Peters area.

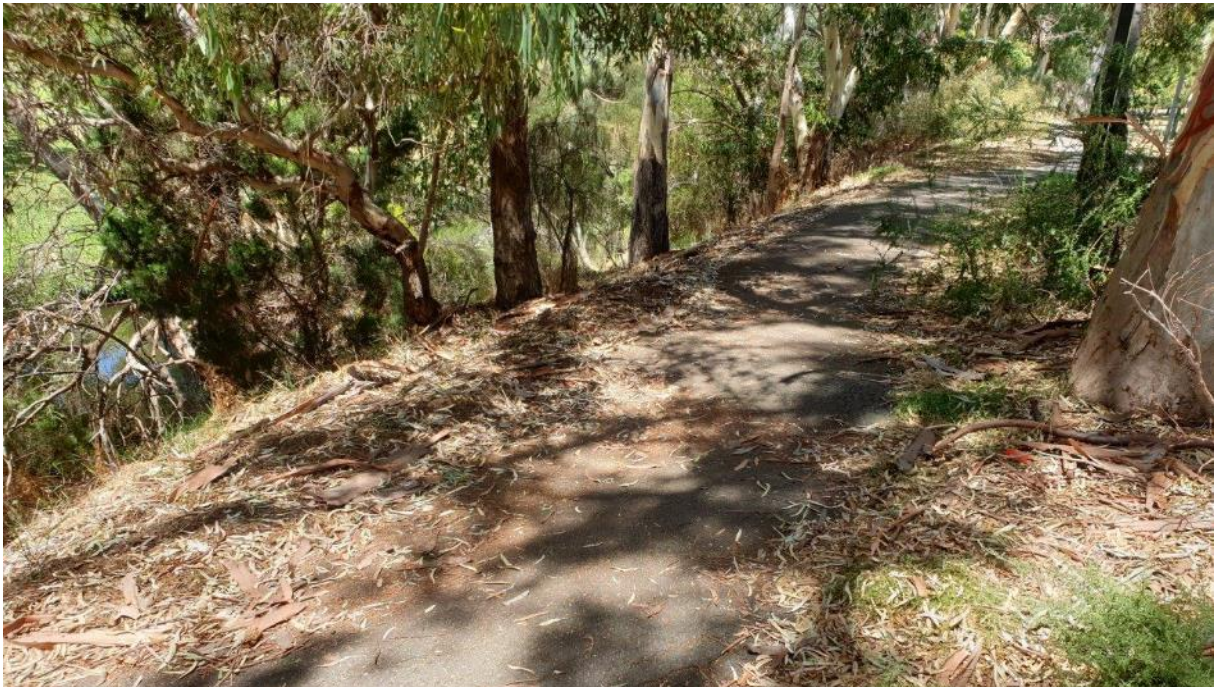


Figure 64: Path undulations in St Peters/Walkerville caused by underlying tree roots

Five respondents reported being involved in a crash along the River Torrens Linear Park Path, whilst 11, or 55% of respondents, reported being involved in a near miss.

The verbatim commentary below is typical of the commentary received by respondents who nominated the River Torrens Linear Park Path in the 2022 Risky Rides survey.

Detailed description of issue

“I have included the whole section of the bike track from near the old DIT building at Walkerville through to the bridge near Hackney Road. Some small sections have recently been upgraded (near the St Peters Weir) but for the most part it is in extremely poor condition.”

“There is poor bicycle access from the River Torrens Linear Park (one of the most used shared paths in the city) into the CBD. People on bikes are forced onto Port Rd, Morphett St, King William St or Frome Rd, with only Frome Rd being remotely bike friendly. So a fantastic bit of infrastructure (Linear Park) is rendered useless for many by the poor connections at the end..”

“Wayfinding signage along the length of the River Torrens Linear Park Trail is poor, inconsistent and insufficient. It should be easy for an unfamiliar rider to follow signage to/from the city and key destinations en route as well as intersecting trails, however this is not usually easy to do. Signage varies so much between council districts.”

Tell us about your negative experiences at this location

“The current bridge [near Windsor Grove] has wooden slats which are extremely slippery when wet. I have crashed a couple of times here.”

“[St Peters area] As this is one of the last sections of the track following the River before you get to the city, it is very well used, however the track is quite narrow and in poor condition and it is the only section along the River without any lighting, there have been numerous close calls with pedestrians and dogs through this busy section.”

“The path itself is OK it's the fact that there are no easy ways of moving off the path and through the City. It seems as though cyclists should only travel along the path and not try to get into the City..”

How do you think an upgrade will benefit the community

“[St Peters area] Increasing the width will make it safer and easier for multiple users to use the space at the same time. Lighting the area would similarly increase the safety of walkers and increase the use of the path during the darker months. Fixing potholes will make it safer for cyclists and for pedestrians who are less steady on their feet, particularly as the population ages.”

“I think we should have bike and separate walking path like they do in Europe. I think everyone will benefit - the bike riders can go as fast as they like, and walkers can walk without fear. They have them separated in Austria, but over there the walkers have right of way 100%.”

“[Near the Torrens Weir] This is a very popular commuting route. It has not been well maintained. Maintenance would benefit the many cycle commuters and pedestrians who use it every day..”

RAA comment and recommendations

The River Torrens Linear Park Path is synonymous with walking and cycling in Adelaide, as it provides a relatively direct and off-road connection between the Adelaide Hills and the coastline through the city. The native scenery and tranquillity along the River Torrens corridor is a key drawcard to users from a recreational perspective, whilst the path provides an almost entirely off-road connection into the city from parts of the eastern, north-eastern and western suburbs.

Areas for further investigation include:

- Path maintenance, localised widening and lighting between St Peters and Adelaide
- Provision of separate, and clearly delineated cycle and pedestrian pathways
- Review connectivity between the path and key CBD destinations
- Improvements to wayfinding signage, direction signage, and path “branding” along the route
- Path maintenance between South Road and Adelaide
- Review of skid and slip resistance of bridge near Windsor Grove (and potentially other bridges) – considering tactile treatments to improve skid resistance.

Adelaide Park Lands

Risky Rides ranking (off-road paths)	2
No. of nominations	17
Top Suggestions for improvement	<ul style="list-style-type: none"> • New priority crossings (e.g. wombat crossing, tunnel, signals) • New off-road paths
Respondents involved in crash/near miss	3 (crash), 10 (near miss)

Nominations included in this section include nominations relating to all trails within the Adelaide Park Lands, other than the River Torrens Linear Park Path (Riverbank Park Lands) which have been reviewed separately.

The Adelaide Park Lands are a 760-hectare ring of parks and reserves surrounding Adelaide, with an outer circumference of about 16km and a width of up to 750m at its widest point in the East Park Lands. Paths and roads through the Adelaide Park Lands are under the care and control of the City of Adelaide Council.

Reviewing Strava Heatmaps indicates that some of the most popular cycling routes that are not parallel to major roadways through the Adelaide Park Lands are:

- Anzac Highway to River Torrens via Park Lands Trail
- Porter Street to Pulteney Street via sealed path
- Porter Street to Charlotte Street via sealed path (Belair-City Bikeway)
- East Terrace to Unley Road via Park Lands Trail
- East Terrace to Greenhill Road via Glenside Bikeway
- Halifax Street to Grant Avenue via Burnside Bikeway
- Wakefield Road to South Terrace via Park Lands Trail
- Victoria Park Criterium Circuit (part of the Adelaide 500 circuit)
- Port Road to Hawker Street via Park Lands Trail

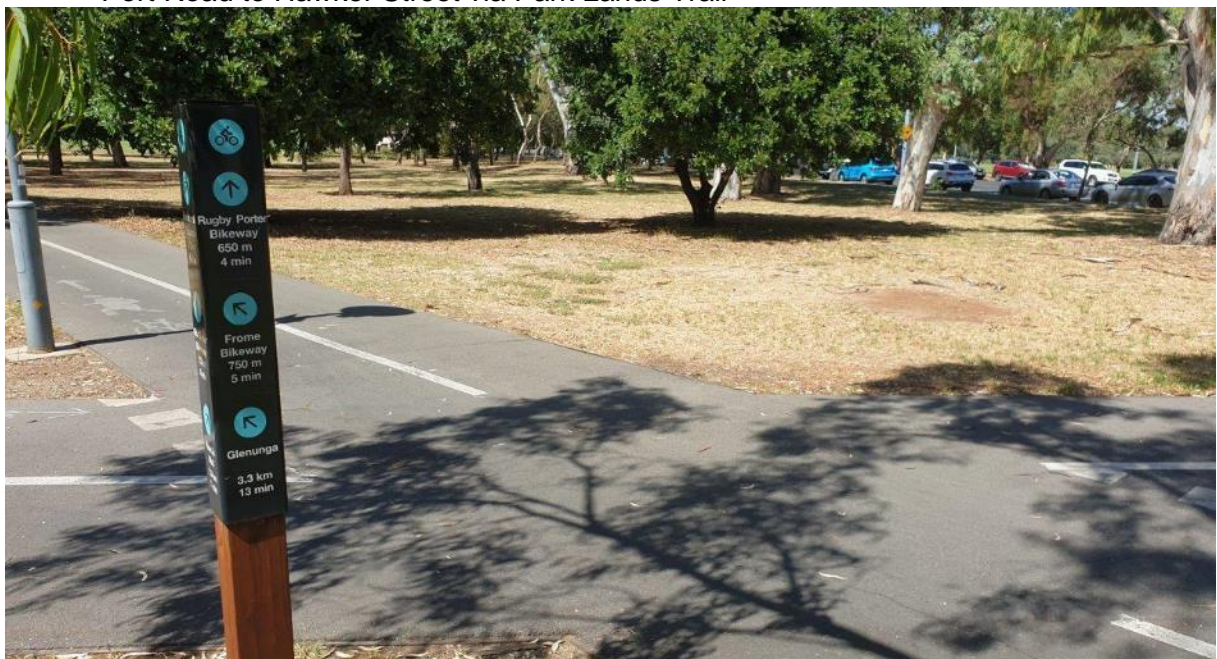


Figure 65: Wayfinding signage helps cyclists and pedestrians navigate the Adelaide Park Lands

Survey Responses

Nominations within the Adelaide Park Lands were highly varied, and a range of issues were raised. The most raised issue was in relation to crossing roads, with Glen Osmond Road and Botanic Road raised twice each, whilst another nomination referred to all road crossings in the South Park Lands. The Crossing of Port Road as part of the Port Road Bikeway was also raised, as was the width of the bridge adjacent Port Road, over the rail corridor. A recently closed crossing (in 2018 as part of the Torrens Rail Junction Project) of the rail line near John E Brown Park (Park 27) to War Memorial Drive/Strangways Terrace was also raised.

Other issues and infrastructure gaps raised by respondents included:

- Connectivity between Walkerville Terrace and the Adelaide Park Lands
- Need for lighting on the Glenside Bikeway between East Terrace and Greenhill Road/Fullarton Road
- Need for a Bikeway in the South Park Lands running parallel to Greenhill Road
- Need for a Bikeway in the North Park Lands running parallel to Main North Road
- Need for a full-time criterium track
- Weeds (3-corner jacks) growing adjacent West Terrace, causing punctures
- Poor connectivity between the Park Lands Trail (South Terrace, eastbound) and the Mike Turtur Bikeway (southbound)
- Poorly maintained paths in the vicinity of the Adelaide Gaol.



Figure 66: Crossing roads in the Adelaide Park Lands was a key concern of survey respondents

Three respondents reported being involved in a crash within the Adelaide Park Lands, whilst 10, or 56% of respondents, reported being involved in a near miss.

The verbatim commentary below is typical of the commentary received by respondents who nominated trails in the Adelaide Park Lands in the 2022 Risky Rides survey.

Detailed description of issue

“The Parklands are disjointed by multiple roads, some way to cross (such as a tunnel) would be great.”

“The shared bicycle and pedestrian pathway on the western side of Hackney Rd at the intersection with Botanic Rd (Nth Tce) narrows and becomes non-existent at the corner. The space on the north western corner of this intersection is very small and has poor visibility due to the fence of the Wine Centre jutting out. There is inadequate space for bicycles and pedestrians waiting to cross here, and the poor visibility and absent manoeuvring space makes it dangerous for both groups..”

“Getting onto the South Bound cycle path (West side of Peacock Road) is very difficult if travelling East along the edge of the parklands on South Terrace. You have to cross Peacock Road at the intersection, go up Peacock Road 20m or so, then cross back again. A safe crossing from the SW corner of the intersection across the tram lines to the bike path along Peacock Road is needed.”

Tell us about your negative experiences at this location

“[Roads in South Park Lands] Hard to cross in peak times. Only opportunities to cross is when traffic is banked up and stopped, but cars don’t leave a gap and block the median bike through.”

“The existing constructed bike/pedestrian crossing between at the West Park Lands between Thebarton - North Adelaide, has been closed. This means an inconvenient detour of some distance to get to North Adelaide or Thebarton via the Torrens weir, or the North Adelaide rail station crossing (which is not automated and hard to negotiate).”

“[Glen Osmond Road] This is a very very difficult road to cross in peak hour. Cars often will not see that I am waiting to cross and traffic will bank up over the crossing, not allowing me to cross on bike. There could be a better crossing in place to make it easier for cyclists to cross and to alert drivers that cyclists are often crossing at this point and to leave room.”

How do you think an upgrade will benefit the community

“Installing a bike lane, and or a separated shared path will create a link between existing paths at the Caledonian Hotel corner (Barton Tce) and Fitzroy Tce..”

“Add considerably to tourism and would support the rapid movement of pedestrians during the car race season.”

“Easier route for cyclists and connects the off road bike infrastructure more cohesively..”

RAA comment and recommendations

The Adelaide Park Lands present a unique opportunity to develop an uninterrupted shared use path through the parklands, incorporating priority or grade separated crossings. RAA supports further investigation of privately developed concept called the Adelaide Recreation Circuit (ARC), which has the potential to increase safety of pedestrian and cyclists at road crossing points, as well as increase active transport uptake and improve connectivity through the Park Lands and to the surrounding cycling network. In April 2021, RAA surveyed our members to understand their views on the South Australian Government helping to fund ARC. Nearly two thirds of members support the government funding ARC.

Areas for further investigation include:

- Improvements to connectivity of Port Road Bikeway between West Terrace and James Congdon Drive as part of the development of the new Women's and Children's Hospital (see [Port Road](#) section of this report)
- Provision of a two-way cycle path on the southern edge of the South Park Lands, adjacent Greenhill Road (See [Greenhill Road](#) section of this report).
- Provision of a shared use path between O'Connell Street and Fitzroy Terrace, parallel to Main North Road (see [Main North Road](#) section of this report)
- Feasibility and scoping study to progress the Adelaide Recreation Circuit, an uninterrupted active transport circuit in the Adelaide Park Lands
- Provision of a rail line crossing near John E Brown Park (Park 27), which was recently closed as part of the Torrens Rail Junction Project, completed in 2018
- Improvements to the crossing point of Glen Osmond Road, near South Terrace
- Improvements to crossing points, and where feasible, provision of priority crossing points across roads through the Park Lands
- Improvements to the connection between the Park Lands Trail adjacent South Terrace and the Mike Turtur Bikeway adjacent Peacock Road
- Connectivity between Walkerville Terrace and Park Lands Trail across Robe Terrace/Park Terrace intersection

Tapa Martinthi Yala

Risky Rides ranking (off-road paths)	3
No. of nominations	15
Top Suggestions for improvement	<ul style="list-style-type: none"> • Mitigate flooding under Port Wakefield Road (Bolivar) • Mitigate flooding under Salisbury Highway (Dry Creek) • Provide connectivity to Virginia/Buckland Park
Respondents involved in crash/near miss	4 (crash), 7 (near miss)

Tapa Martinthi Yala is the cycle path adjacent to the Northern Connector, linking the Stuart O’Grady Bikeway (Northern Expressway) and the South Road/Port River Expressway interchange. The Tapa Martinthi Yala corridor includes the Port River Path between South Road and Eastern Parade in Gillman. Tapa Martinthi Yala links into other cycle corridors including the Port River Bikeway, Outer Harbor Greenway, Dry Creek Trail, Gawler Greenway and Little Para Trail

Review of Strava Heatmaps indicate that the path is well utilised, with the most used access points from the Stuart O’Grady Bikeway (Waterloo Corner), Little Para Trail (Parafield Gardens), Dry Creek Trail (Globe Derby Park), Gawler Greenway (Wingfield), and Port Adelaide

Survey Responses

The issue raised by almost half of respondents nominating Tapa Martinthi Yala was the underpass of Port Wakefield Road in Bolivar/Parafield Gardens, which becomes inundated during wet weather, and reportedly holds water for some time afterwards. 20% of nominations were for the Salisbury Highway underpass, which experiences similar flooding issues, whilst there were also multiple nominations identifying poor connectivity between Virginia and Tapa Martinthi Yala, suggesting a new path connection was required.

Other difficulties raised included the crossing of Hanson Road, the connection to the Highway One Caravan Park on Port Wakefield Road, and the need for a more direct east-west link between the Dry Creek Trail in Pooraka and Tapa Martinthi Yala adjacent Salisbury Highway in Dry Creek.



Figure 67: The Underpass of Port Wakefield Road regularly floods and fills with debris

Four respondents reported being involved in a crash along Tapa Martinthi Yala, whilst 5, or 33% of respondents, reported being involved in a near miss.

The verbatim commentary below is typical of the commentary received by respondents who nominated Tapa Martinthi Yala in the 2022 Risky Rides survey.

Detailed description of issue

“Not allowed to use the bridge when cycling on Port Wakefield Road crossing over the connector/expressway. I have been riding that road over ten years and it’s safer now than when it was only the Northern expressway traffic using Port Wakefield Rd. The DTP wants cyclist to use Penfield Road or Sheedy Road to get to Virginia. No bike path links to a safe passage from the bike path. Virginia is building but the roads surrounding it are dangerous when it comes to cyclist and other vehicles.”

“Connecting Virginia to existing cycling infrastructure on the Northern Expressway or Connector. Currently, Virginia is road blocked by main roads all 80-110kmph with no safe access to current shared use pathways. With a growing township and it is relatively close to the city I can’t safely ride to work”

“Para Wetlands Trail under Port Wakefield often under water and even when dry has debris and/or slimy mud. Extremely dangerous and could easily be rectified but local and state governments seem to blame each other. Often impassable..”

“[Bolivar] A new bike path that has to cross two main roads when using it is a disgrace considering a tunnel could off been built under the on/off ramp for Northern Connector.”

Tell us about your negative experiences at this location

“[Underpass in Bolivar] The culvert floods. Attempts have been made to improve drainage but it hasn't worked. There is no other option to cross Port Wakefield Road at this location that allows a cyclist/pedestrian to continue on the Tapa Martinthi Yala path. Port Wakefield Road needs to be raised on a bridge to allow the path to stay above river level or a bike bridge build to allow the path to cross Port Wakefield Road.”

“[Connectivity with Dry Creek Trail] I'd like to ride to work, but this gap prevents this. My alternative is a busy road or a 10km detour.”

“[Bolivar] Waiting at traffic lights to cross two main roads then getting put on an old bike path that experiences flooding under Port Wakefield Road.”

How do you think an upgrade will benefit the community

“[Salisbury Hwy underpass] It is the only crossing under this part of the highway. Going over the road is just not an option as it is too dangerous.”

“The community is growing out at Virginia and there are more cyclists, you can't really do family rides to go to the bike path.”

“It would permit all weather access across the full length of the Little Para Cycle Path. It would make the commute to and from work for the many commuters who use this path safer.”

RAA comment and recommendations

Flood-prone underpasses continue to be a problem for users of Tapa Martinthi Yala. The Salisbury Highway underpass is the only crossing of Salisbury Highway, and should users decide to cross at-grade, can only do so in dense 90km/h traffic across four through lanes, a rest area (on each side of the road), wide shoulders and the entry ramp from the North-South Motorway.

In Bolivar, construction of a shared path along the western side of Port Wakefield Road linking to the Hodgson Road intersection and the path would provide an alternative route in the event of flooding and would also form part of a primary route for those with destinations north of Parafield Gardens that doesn't require multiple traffic light crossings at Bolivar Road or Hodgson Road. This is considered an interim solution only and would require construction of a new footbridge over the Little Para River and requires pedestrians and cyclists to cross the entry to the On The Run truck stop at the intersection of Port Wakefield Road and Hodgson Road, which could pose additional hazards to these pathway users. Ultimately, provision of grade separated paths to fully separate path users and road users would provide a continuous bikeway separated from motor vehicle traffic, however, this will be challenging to retrofit into the existing environment.

Significant residential development in Virginia and Buckland Park (Riverlea) will necessitate the provision of a new path link between these areas and Tapa Martinthi Yala at Waterloo Corner. There is sufficient space within the road reserve of Port Wakefield Highway to provide this, however, access over the Northern Connector/Northern Expressway will only be possible via grade separated pathway.

Whilst the Dry Creek Trail does ultimately meet Tapa Martinthi Yala in Bolivar, it deviates north from Walkley Heights through Pooraka along the local road network. There appears to be an unused road reserve between Briens Road (near South Terrace) and Port Wakefield Road that could be developed to incorporate a shared path and shave about 5km from a one-way trip between the Dry Creek Trail in Walkley Heights and Tapa Martinthi Yala at Salisbury Highway. However, the crossing of the rail corridor in Dry Creek is a significant challenge in implementing this connection. Combined with further development of the Dry Creek Trail, this has the potential to create a direct, mostly off-road east-west cycle corridor between the north-eastern suburbs and the coastline at Semaphore via Port Adelaide. Ultimately, with further development of other paths, this would create an approximately 60km long, entirely off-road recreational circuit incorporating elements of the River Torrens Linear Park Path, O-Bahn Bikeway, Dry Creek Trail, Tapa Martinthi Yala and Coast Park Path.

Areas for further investigation include:

- Provision of an all-weather connection between north of Bolivar Road and south of Hodgson Road, without requiring users to cross Port Wakefield Road twice.
- Review Salisbury Highway underpass to reduce/eliminate occurrences of flooding
- Provision of dedicated cycling path between growth areas in Virginia and Buckland Park (Riverlea) and Tapa Martinthi Yala
- Explore opportunities to provide better, and more direct east-west connectivity between the Dry Creek Trail/Levels-City Bikeway (South Terrace, Pooraka) and Tapa Martinthi Yala/Gawler Greenway
- Review safety and sight distance at the crossing of Hanson Road in Dry Creek

Dry Creek Trail

Risky Rides ranking (off-road paths)	4
No. of nominations	14
Top Suggestions for improvement	<ul style="list-style-type: none"> • New/improved bike tunnels or bridges • Sealing of gravel paths to provide continuous sealed route
Respondents involved in crash/near miss	1 (crash), 4 (near miss)

The Dry Creek Trail is a shared-use trail extending for about 20km between Wynn Vale and Dry Creek, following the alignment of Dry Creek through Modbury, Walkley Heights and Mawson Lakes. The trail has varying degrees of infrastructure, ranging from wide concrete shared paths to narrower gravel paths, with some on-road travel required in Valley View and Pooraka.

The section within the City of Tea Tree Gully, is mostly a wide concrete shared path, terminating at Grand Junction Road in Valley View (just within the City of Port Adelaide Enfield). A 1.5km long section under the care and control of the City of Port Adelaide Enfield links the longer City of Tea Tree Gully and City of Salisbury maintained sections of the trail. From Grand Junction Road, a section less than 500m long utilises Grand Junction Road and the local road network, before a gravel off-road path commences adjacent Down Drive and continues into the City of Salisbury maintained section. Within the City of Salisbury is a mix of gravel and sealed paths, and short local road sections through to Mawson Lakes, where a wide, sealed pathway is provided through Mawson Lakes and Dry Creek to Tapa Martinthi Yala.

The Dry Creek Trail links in with the O-Bahn Bikeway (and through to the River Torrens Linear Park) in Modbury, the Levels-City Bikeway in Pooraka, the Gawler Greenway (future) in Mawson Lakes, and Tapa Martinthi Yala in Dry Creek.

Reviewing Strava Heatmaps indicates that the sections of the trail most utilised for cycling are between Wynn Vale and Valley View (linking to the O-Bahn Bikeway via Golden Grove Road and via Baymor Reserve), as well as the section between through Mawson Lakes through to Tapa Martinthi Yala.

Survey Responses

Nominations for the Dry Creek Trail were for a range of issues. Three nominations each were received for the intersection with McIntyre Road and Wright Road in Modbury, where the trail continues diagonally across the intersection, and for the section where the trail crosses Bridge Road in Walkley Heights/Pooraka. Two nominations were also received for the rail line crossing in Mawson Lakes, and to seal the path between Valley View and Walkley Heights to provide wet weather resilience. Single nominations received included:

- The need for sealed paths on both sides of Dry Creek between Stockade Park (Walkley Heights) and Wynn Vale Dam
- The underpass of Port Wakefield Road in Globe Derby (details not specified)
- Flooding of the tunnel under Walkleys Road
- Providing a direct east-west connection between Walkley Heights and Tapa Martinthi Yala on Salisbury Highway.



Figure 68: Several survey respondents called for provision of a sealed all-weather path in Walkley Heights



Figure 69: The crossing point at McIntyre Road/Wright Road was highly raised along the Dry Creek Trail

One respondent reported being involved in a crash along the Dry Creek Trail, whilst four, or 29% of respondents, reported being involved in a near miss.

The verbatim commentary below is typical of the commentary received by respondents who nominated the Dry Creek Trail in the 2022 Risky Rides survey.

Detailed description of issue

“Cycleway/Pedestrian underpass required under railway line at Mawson Lakes. Current trail takes people a long way out of their way and over the Elder Smith Road Bridge. The shared use pathway follows the Dry Creek all the way apart from this section. There was a pathway of sorts under the bridge but this is not an official pathway often floods.”

“The bike/foot path (heading SW to Paradise) ceases at McIntyre Rd just prior to Wright Rd. The path continues on the other side of McIntyre Rd about 50m along Wright Rd. Cyclists must use 2 sets of traffic light changes and only then to be confronted with a very very narrow footpath along the 50m of Wright Rd on the southern side. There is no point cycling this stretch because there is no access point/rollover in the kerb. Further there are no signs to cyclists indicating this is how the intersection has to be navigated. On my first ride, I had no idea where the path recommenced.”

“Just take a creek side bike ride from the Stockade Park (near Yatala prison) to the Wynn Vale dam. There should be paved cycle paths on both sides of the creek for the whole journey so that a return journey circuit is possible.”

Tell us about your negative experiences at this location

“There is the tunnel under Walkleys Road. I was recently hit on my bicycle because I was on the road. The Walkleys Road tunnel was filled with water so I chose the straightest path, widest bike lane, Most well lit, which was Grand Junction Road. Had the tunnel not been filled with water I would not have been nearly killed. There is opportunity to have the tunnel under Walkleys Road above the water line and under the road only 15m from where it is now.”

“[Pauls Drive (Valley View) to Bridge Road] This section is unsealed and has no simple alternative when wet/muddy in winter due to the topography and need to cross Walkleys Road. I have taken to routing around this area entirely via a route that takes me via the Walkleys/Wright intersection. There will always be times where it is not possible to use the tunnel under Walkleys Rd due to flooding, but the rest of the path should be usable without having to go through mud or washed away sections more often.”

“[McIntyre Rd/Wright Rd] Many cyclists and pedestrians run the gauntlet by crossing the 80km/h McIntyre Road to continue along the path as it is quicker and more direct than waiting for two pedestrian crossings. When using the pedestrian crossings, vehicles in the slip lanes often fail to give way.”

How do you think an upgrade will benefit the community

“Complete the link between sealed ends of the Dry Creek Trail to make a more complete all weather route.”

“[McIntyre Road/Wright Road] Remove a slow point on the route which will lead to less risky behaviour as sometimes you see cyclists taking risks to get through this intersection as the light cycles can be slow if you arrive at the wrong point in the sequence.”

“[Mawson Lakes rail line crossing] The whole community would benefit from this, kids walking to school, people walking dogs, cyclists, everyone.”

RAA comment and recommendations

Dry Creek Trail is a popular and scenic recreational trail traversing a range of environments and provides some off-road east-west connectivity between north-western (via Tapa Martinthi Yala), northern and north-eastern suburbs. With further development, there is potential to provide a direct and fully sealed east-west corridor between Modbury and Port Adelaide through to the coastline at Semaphore.

In recent years, City of Salisbury council have made several significant improvements to the Dry Creek Trail, by implementing a Main North Road/Montague Road underpass in Mawson Lakes in the existing culvert and improving the flood-prone underpass of Pauls Road in Valley View.

The City of Tea Tree Gully have produced a comprehensive master plan¹³ for the 'Modbury Precinct' portion of the Dry Creek corridor, which includes provision of improved continuity and wayfinding, several reserve upgrades and investigation into opportunities to upgrade the intersection with McIntyre Road and Wright Road – amongst many identified improvements to the corridor. Community consultation has also been undertaken¹⁴ to identify issues from the community for remaining parts of the corridor within the City of Tea Tree Gully.

Areas for further investigation include:

- Improvements at/near intersection with McIntyre Road and Wright Road to provide better path continuity
- Provision of a pedestrian refuge or alternate crossing facility on Bridge Road in Walkley Heights/Pooraka
- Provision of a more effective crossing of the rail line in Mawson Lakes
- Provision of a sealed pathway on at least one side of Dry Creek to ensure continuity of the corridor after wet weather.
- Review tunnel under Walkleys Road to identify options to mitigate flooding
- Explore opportunities to provide better, and more direct east-west connectivity between the Dry Creek Trail/Levels-City Bikeway (South Terrace, Pooraka) and Tapa Martinthi Yala/Gawler Greenway (See [Tapa Martinthi Yala](#) section of this report)
- Improved connectivity over North East Road linking Dry Creek Trail and O-Bahn Bikeway to River Torrens Linear Park Path.

¹³ City of Tea Tree Gully, 2020, Dry Creek Corridor Upgrades (Modbury), accessed at <https://haveyoursay.cttg.sa.gov.au/drycreek-modbury>.

¹⁴ City of Tea Tree Gully, 2022, Dry Creek Corridor Upgrade (Stage 2), accessed at <https://haveyoursay.cttg.sa.gov.au/drycreek>.

Coast Park Path

Risky Rides ranking (off-road paths)	5
No. of nominations	12
Top Suggestions for improvement	<ul style="list-style-type: none"> • Complete path between Semaphore and Grange • Provision of a continuous route through to Aldinga
Respondents involved in crash/near miss	1 (crash), 7 (near miss)

The Coast Park Path is a currently incomplete corridor extending along the metropolitan coastline for almost 70km between Outer Harbour and Sellicks Beach. Most of the 30km section of the path are complete between Outer Harbour and Marino, with the biggest remaining gap being the 4.5km section between Semaphore and Grange. The remaining section between Marino and Sellicks Beach is partially complete, however, has many missing connections due to the more challenging topography.

Coast Park Path connects with many cycling corridors and is a highly popular cycling destination. Significant and popular (utilising Strava Heatmaps) cycling connections, from north to south, include:

- Tapa Martinthi Yala (via Port Adelaide),
- Bower Road
- Military Road and Seaview Road (north-south on-road routes along the coast)
- Grange Road
- Henley Beach Bike Route (Marlborough Street)
- Henley Beach Road
- River Torrens Linear Park Path
- Sir Donald Bradman Drive/Burbridge Road
- West Beach Road
- Anzac Highway
- Mike Turtur Bikeway/Jetty Road (Glenelg)
- Oaklands Road/Whyte Street
- Marino Rocks Greenway/Jetty Road (Brighton)
- Seacombe Road/Wheatland Street
- Burnham Road
- Coast to Vines Trail (no direct link)
- O'Sullivan Beach Road (via local roads)
- Christie Creek Linear Trail
- Gulfview Road
- Beach Road
- River Road/Gawler Road
- Commercial Road
- Seaford Road
- Robertson Road
- Griffiths Drive
- Port Road (Port Willunga)
- Quinleven Road
- Aldinga Beach Road
- Norman Road
- Sellicks Beach Road

Survey Responses

More than one third of nominations received for the Coast Park Path related to the missing section between Semaphore and Grange. Two nominations were generally for the part between Moana and Port Willunga, with another two nominations received for the section between Maslin Beach and Port Willunga specifically. Sections receiving a single nomination included:

- Dangerous cyclist/pedestrian interactions along the Esplanade in Brighton
- Narrow pathway over the Patawalonga Weir in Glenelg
- The section between O’Sullivan Beach and Hallett Cove



Figure 70: The end point of the existing northern path, looking south at Third Avenue, Semaphore Park

One respondent reported being involved in a crash along the Coast Park Path, whilst seven, or 58% of respondents, reported being involved in a near miss.

The verbatim commentary below is typical of the commentary received by respondents who nominated the Coast Park Path in the 2022 Risky Rides survey.

Detailed description of issue

“We live at West Lakes Shore, and often bike ride as a family to Semaphore, Grange and Henley Beach. The Coast Park Trail is amazing and provides a safe route to ride with young children, however between Recreation Parade and Grange there is a big gap in the Coast Park Trail and we have to ride along Military Road to access the existing path network. This is very dangerous with young children. Please support the delivery of this Coast Park Trail as a matter of urgency.”

“Need to provide safe riding conditions connecting popular cycling trails along Moana and Port Willunga/Aldinga coastal routes.”

“The bike path along the beach needs to be extended so that cyclist to not have to revert back onto Military Road and Seaview Road which are very busy”

Tell us about your negative experiences at this location

“[Over Patawalonga Weir] Numerous near misses and close calls with pedestrians.”

“Coming out of side street when bike track finished and needing to cross busy Military Road at Semaphore Park and then leaving the bike lane on Military Road to cross back to the resumed bike track at Grange.”

“[Between Moana/Port Willunga] With no shoulder to ride on, I have had numerous near misses with impatient drivers passing me closer than legally allowed. I generally restrict my riding along this route to early on Sunday mornings and with at least one other rider to minimise the risk of a serious incident.”

“[Old Coach Road between Maslin Beach/Aldinga] A dangerous road to ride. Poor shoulder/verge with no safety margin. 80 km/h speed limit and drivers rarely observe the 1.5m rule.”

How do you think an upgrade will benefit the community

“Connect popular cycling trails at Port Noarlunga/Moana and port Willunga/Aldinga.”

“It will fill a gap for a continuous safe cycling route along the coastline of metropolitan Adelaide. This will lead to economic benefits for the local area. It will enable locals from Aldinga/Port Willunga/Maslins Beach to commute to areas such as Lonsdale etc. more safely if they wish to.”

“It will be an excellent contribution to the community and will get more people more active by walking and riding for longer. I don't know how many times people have been confused / stuck by the lack of proper path along the coast between Recreation Parade, Semaphore and Grange.”

Whilst not included in this analysis, popular coastal cycling roads adjacent to, or connecting parts of the Coast Park Path were also raised by several respondents, including:

- Seaview Road – 10 nominations (missing bike lanes, dooring risk)
- Military Road – 7 nominations (missing bike lanes, pinch points)
- Old Coach Road – 7 nominations (lack of path, poor shoulders, high speed limit)



These corridors are popular for cycling in their own right, and provision of a continuous Coast Park Path will not result in all cyclists using the path. However, improvements to the Coast Park Path to provide a continuous corridor provides a safer alternative and may become a more attractive cycling option to on-road cycling for some recreational cyclists.

RAA comment and recommendations

RAA supports the development of a continuous Coast Park Path between Outer Harbour and Sellicks Beach. In September 2022, RAA lodged a submission to state government in relation to community consultation, reiterating our support for a proposed 1.3km linear park shared path alignment between Semaphore Park and West Lakes Shore. This project will progress the eventual removal of the current gap between Semaphore and Grange,

Other

Areas for further investigation include:

- Completion of the missing 4.5km section of the Coast Park Path between Semaphore and Grange
- Progressive development of a safe and continuous off-road cycling corridor between Moana and Sellicks Beach

Top five individual gaps

Frome Street Bikeway (Rundle Street to North Terrace)

The missing piece of the Frome Street Bikeway between Rundle Street and North Terrace was the highest raised individual location in the survey, with 13 respondents nominating this infrastructure gap. This is discussed further in the [Frome Street](#) section of this report.

Greenhill Road (Fullarton Road to Glen Osmond Road)

The section of Greenhill Road between Fullarton Road and Glen Osmond Road was highly raised, receiving 13 nominations for the missing bike lane in the westbound direction, as well as a disappearing eastbound bike lane when travelling east across Fullarton Road. This is discussed further in the [Greenhill Road](#) section of this report.

Adelaide East-West Bikeway

The concept of an East-West Bikeway through Adelaide was explicitly raised as an infrastructure gap by many survey respondents, attracting nine direct nominations. Other respondents nominated issues relating to cycling along east-west roads through Adelaide, without directly mentioning the need for an East-West Bikeway. Nominations for east-west roads in Adelaide included:

- North Terrace (9 nominations)
- Grenfell Street/Currie Street (3 nominations)
- Pirie Street/Waymouth Street (6 nominations)
- Flinders Street/Franklin Street (5 nominations)
- Wakefield Street/Grote Street (3 nominations)
- Angas Street/Gouger Street (3 nominations)
- Sturt Street/Halifax Street (2 nominations)
- South Terrace (2 nominations)

When combined with the nine direct nominations expressing the need for an East-West Bikeway, a total of 42 nominations were received for east-west routes across the city, indicating strong community concern about east-west cycling safety and infrastructure, and a need to reconsider establishing an East-West Bikeway.

In February 2021, a proposal utilising Wakefield Street, Gawler Place and Franklin Street went out for community consultation. Despite receiving 77% (48.9% as per the proposal, and 21.3% with minor changes) community support in the online survey, council ultimately voted not to proceed with the East West Bikeway in a March 2021 meeting.

The provision of an East-West Bikeway in Adelaide should be revisited because it is central to providing a more cycle-friendly city and encouraging more commuters to cycle into the city.



Figure 71: Current cycle lanes on Wakefield Street (pictured) and other east-west routes across Adelaide do not offer much protection to cyclists

The verbatim comments below are typical of what was received about the East-West Bikeway in response to questions in the 2022 Risky Rides survey.

“I have occasionally tried to cross the city generally to attend a festival or event in the Adelaide CBD and I tend to avoid doing so as it feels unsafe. Instead I will use the parklands to circumnavigate the CBD even if it means a longer trip.”

“There is a great and safe cycling route from eastern suburbs (along Beulah Road) all the way into the city. But then to get from the eastern end of the CBD to the western end where I work (near the RAH) I have to then leave the safe, cycle friendly side roads go either through the CBD on main highly trafficked roads or go out of my way and take a long way around along the Torrens River.”

“Need a bike path East to West through the middle of Adelaide city. Otherwise the only safe option is to ride around it.”

“Living on Franklin Street, I see how well used this route is with cyclists. A dedicated separated bikeway (as was planned and funded, but rejected by Adelaide Council) would encourage greater cycle use, and reduce the demand and pressure on city parking. Increased cycle use has been demonstrated in studies to have positive cost/benefit outcomes, with increased custom to small business, and healthier communities.”

“Driving through the city, cars pull out of car parks on me, drive too close to me, open their doors on me, cut me off when turning etc etc. Everything that can go wrong happens East to West through the city.”

Richmond Road (Railway Terrace to Anzac Highway)

The section of Richmond Road between Railway Terrace and Anzac Highway was highly raised due to its lack of dedicated cycling infrastructure, but importance as a cycling connection into the city as well as light industrial precincts in Keswick and Mile End South. A total of seven nominations directly referred to this section of Richmond Road.

Cyclists frequently ride on the footpath, which is mostly quite wide and offers separation from motor vehicles. However, frequent driveway access and narrow pinch points (such as can be seen on the footpath of Figure 72) introduce additional risk to cycling on the footpath.

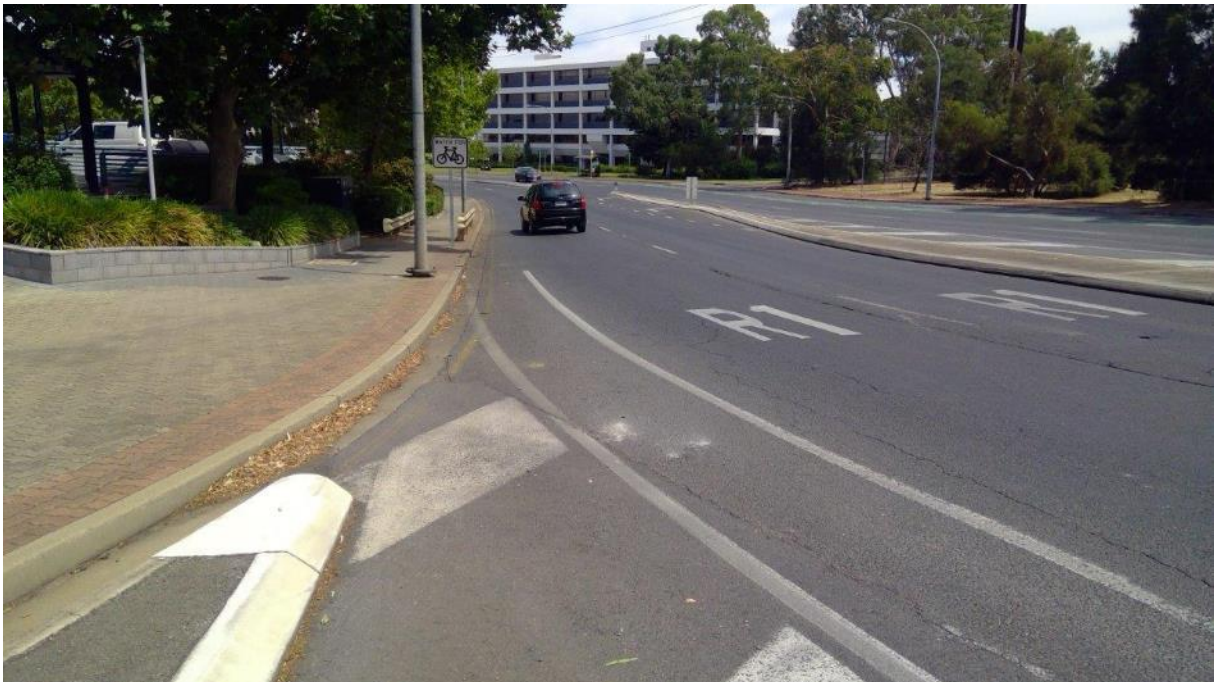


Figure 72: Disappearing cycle lane on Richmond Road, Keswick

Widening of Richmond Road is set to occur as an ancillary project supporting the North-South Corridor upgrade. This is an opportune time to provide continuous cycle infrastructure along Richmond Road, and potentially provide an off-road path connection between the West Side Bikeway (Deacon Avenue) and the Marino Rocks Greenway and into the city and Park Lands trails.

The verbatim comments below are typical of what was received about this part of Richmond Road in response to questions in the 2022 Risky Rides survey.

“There is no safe way to mount the kerb if you have not realised this earlier and not confident to ride on the road, and riding on the road you are sharing a narrow lane with a high volume of heavy vehicles. I can see stobie poles are limiting the kerb alignment but these simply need to be under grounded before a serious accident occurs. If you are to mount the footpath and dodge the stobie poles, there is then no way to safely get off the kerb without doing so at the entrance to the railway terminal where other car movements are occurring, also very dangerous.”

“This section of road is neglected for both cyclists and motorists. The road surface is terrible, and traffic is always banked up in the right hand vehicle lane. In terms of cycling, the bike lane ends on Greenhill Road at Anzac Highway and you are spat out into the middle of the traffic lane, where there are potholes and people trying to merge and change lanes.”

“I ride on the footpath which has many barriers including the cars accessing the shops along this length. There are many entry and exit points. The footpath outside the Officeworks area is too narrow and I only just fit through on the bike due to the overgrown bushes and the stobie pole. There needs to be a separated route that connects to the Park Lands Trail.”

“Parking is limited along this stretch of road anyway, and the footpaths are wide on the southern side. Adding in a separated bikeway would go a long way to providing safe access to the many homes and businesses nearby.”



Coast Park Path (Semaphore to Grange)

The Coast Park Path between Semaphore and Grange was frequently nominated for the 4.5km missing path section on an otherwise continuous off-road coastal corridor between Outer Harbor and Moana. This is discussed further in the [Coast Park Path](#) section of this report.