

# Port Adelaide Bicycle User Group (the 'PortBUG').



"The Port BUG"

## Short-Term Implementation of the PA/E Bike Plan – 2015-16.

The following are smaller projects, works and initiatives the Port BUG considers appropriate shorter-term priorities for 2015-16.

We have nominated these works as priorities because they are projects that:

- we anticipate may fit within the current budget available to Council
- will substantially complete or otherwise complement existing high-value infrastructure
- remain long overdue for action and represent substantial hazards or omissions from the current network.

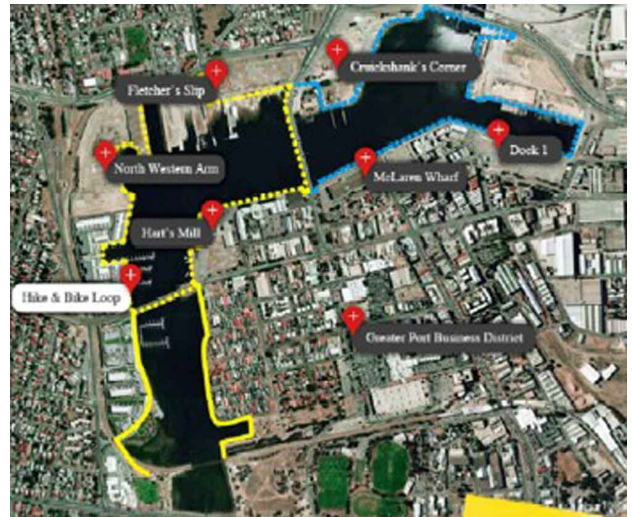
We understand that PA/E may be able to start at least some of the short-term priorities in the coming year as works opportunities permit. We acknowledge that there are many other works on the Plan's Action List that we would also nominate as important short-to-medium term priorities. However it appears that many of them will require specific budget measures that we assume will require consideration for 2016-17 and beyond.

## PortBUG Recommended Priorities – 2015-16.

**Completion of Harbour Loop Stage 2:** Harbour Loop Stage 2 (see route marked in blue to the right) was originally planned by Port Renewal as part of the reactivation of the Port Adelaide waterfront.

For reasons that are not clear Stage 2 - a cycling and walking route running around the Eastern section of the Inner Harbour between the Birkenhead and Diver Derrick Bridges on both the Northern and Southern sides of the river – has never been built.

Completion of Stage 2 would add substantial value to the Inner Harbour as a recreational and activity asset. It would also facilitate key functional linkages between the Port Waterfront/CBD and several other major bicycle routes, increasing safety, convenience and connectivity for bicycle users.



**Greenway Re-Routing – Quest Apartments:** The construction of the Quest apartments on the Port Waterfront immediately adjacent to the Birkenhead Bridge raises a number of issues regarding future Greenway access, particularly with regard to the linkage between the Nelson Street crossing and Lipson St. We anticipate need for high-quality short term re-routing of Greenway access while building work is in progress, followed by permanent re-establishment of Greenway and waterfront Harbour Loop access.

**Linkages to Victoria Road and the Mersey Road Bike Way:** Currently the Greenway route, and in particular the vital Harbour Loop linkage over the Birkenhead Bridge is disconnected from major recreational and commuting bicycle routes along Victoria Road and the Mersey Road Bikeway. The BUG recommends planning and construction of 2 short off-road linkages on Nelson Street Nth, between Jenkins Street and Semaphore Road (fronting the old GMH factory site) and then from Semaphore Road to the Nelson St/Victoria Road junction. This will provide a convenient and safe linkage for cyclists coming from Le Fevre Peninsula, across the Birkenhead Bridge and into the Port CBD without the necessity of negotiating the narrowed and potentially dangerous on-road traffic lanes as is currently the case.

**Additional Offroad Linkage – Semaphore Road:** Currently the 'Greenway' section of the Harbour Loop bikeway (between Fletcher Road and the Mead Street crossing) is disconnected from access to existing and potential bicycle routes along Nelson Street Nth and beyond because it terminates at the corner of Fletcher

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Road where it turns to link up with Jenkins Street. Continuing the bikeway East to Nelson Street would greatly enhance connectivity and it's functional value, particularly in conjunction with construction of the two Nelson Street linkages mentioned above.

**Bicycle Access – Nile Street:** Nile Street is a natural bicycle linkage between the area immediately adjacent to the Nelson Street pedestrian crossing through to Commercial Road and its adjacent restaurant and historical precincts. Although it has historically been used as a bicycle thoroughway, egress to Commercial Road is currently blocked with its eastern 'Town Hall' section marked as 'No Entry'. There is a strong case to change this to 'No entry – Bikes excepted' with additional bicycle provisions as appropriate.

**St Vincent St Greenway crossing:** We understand that a design for the Lipson St Greenway crossing across St Vincent St has been finalized. We believe this should be completed as a priority in early 2016.

**Bike Ramp Redesign – Lipson St:** The BUG seeks minor but significant changes to the access arrangements at the protruding ramp on Lipson Street at the entrance to the Rosewater Railyards Bikeway. We understand that the changes involved are relatively inexpensive and could probably be dealt with in the short term. We believe a changed ramp design (facilitating much safer bicycle access from Lipson St) would greatly enhance the value of this protruding access point

**Bicycle Access – Port CBD:** The PortBUG has previously identified several key bicycle access points on the perimeter of the Port CBD which require further development if the area is to become both safe and welcoming to bicycle use and visitation. We recommend that a planning study be undertaken to assist in the development of a plan and works budget to ensure that these safe and convenient access provisions can be developed asap. As a case in point we identify the significant difficulties facing bicycle users seeking to ride into the Port's CBD shopping precinct from the Greenway river crossing – a popular route into the Port for residents on the Northern side of the Port River.

**Causeway Road:** For many reasons, Causeway Road is both extremely hazardous for bicycle use as well as being an important local active transport route. It has a primary school at each end, fronts two rail stations and is completely lacking in bicycle facilities, appropriate lighting and effective traffic management. Footpaths and disability access are poor to non-existent and the road is rapidly becoming a preferred heavy transport route. From a safety viewpoint Causeway Road is a complex area with many varied interactions between users.

The Bicycle Plan offers several welcome but relatively simplistic solutions that deal with some aspects of on-the-ground infrastructure, but does not address major issues of road use and traffic interactions. The BUG believes that the route – in which we anticipate DPTI has a major interest – warrants a larger and more holistic 'project' focus and study. We recommend Council liaise with DPTI and Port Renewal to ensure this occurs. We also suggest that key recommendations from the Action Plan for Causeway Road be considered and funded as interim measures, particularly those that are most likely to enhance safety adjacent to the two rail stations and at road junctions along its length. The BUG also believes that in the light of a recent fatality involving a mobility device, issues of special concern to less able roadway users and children be considered as a matter of priority.

**Longer-Term Projects (2016-17):** The BUG believes that the Bike Plan is conceived on a scale requiring long-term commitment from both elected members and staff. We recommend that annual consideration be given to nomination of an annual and iconic project to maintain focus and a sense of progress in the Plan's implementation. The BUG noted that the **Ottoway Bikeway** proposed in the Bike Plan would be a great start!

The PortBUG, November 2015.