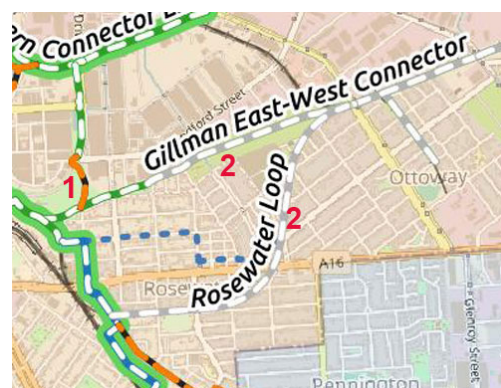


1. Outer Harbor Greenway – Ongoing Development: Completing the Outer Harbor Greenway route through the Port CBD and Waterfront should be considered a priority by PA/E Council for 2021. PortBUG recommends that additional & ongoing initiatives should include:

- **Increased rider safety on Lipson Street:** Provision of a separated bike-lane or an alternative off-road path on Lipson Street-South should be considered as a priority given ongoing difficulties in management of vehicle speeds and excessive commercial and heavy vehicle traffic on this section of the Greenway.
- **A more direct, effectively designed, secure and properly signed linkage through the Port Waterfront:** PortBUG recommends a more efficient linkage proceeding from the Nelson St pedestrian crossings along Nile Street (and its wide northern-side footpath area adjacent to the Town Hall), across Lighthouse Square via a ramped and painted entry/exit and then down Divett St to join the OHG. This seems a far more appropriate connection to Lipson & Timson Streets than the current awkward, unsafe and inefficient route along the waterfront! *See 'CBD02' below.*
- **New ramps at the Birkenhead Bridge/Jenkins Street transition:** Currently users have to negotiate awkwardly angled, poorly defined and unsafe 'legacy' ramps. New ramps specifically designed for entry/exit to and from the Bridge Pathway are required at the end of Jenkins St. Appropriate lighting for this ramp area should also be considered. *See 'Port Loop' below.*
- **Replace and improve substandard shared-use pathways on the Outer Harbor Greenway:** Current Greenway pathways between the end of Railway Terrace, Osborne and the narrow ramp exiting onto Osborne Road (ie; behind the Osborne Railway Station) are convoluted, indirect & in poor condition. New and more direct pathways are needed with wider and more suitable ramps & standing zones, new signage and possibly new lighting.
- **New Shared-use Path Links - OH Greenway, Nelson St:** These would link the Jenkins St – Birkenhead Bridge Bikeway junction to the start of the Mersey Road and PREXY Bikeways. The new paths would proceed across Semaphore Rd to the Victoria Rd junction. They should include widened and improved linkages on *both sides* of Nelson St to cater for both 'inbound' and 'outbound' bike traffic! *See 'B54' below & '3' at right.*
- **Shade tree plantings on the OHG:** Serious consideration should be given to opportunities for effective shade tree plantings along the OHG, particularly through the Gilman Rail Reserve (ie; adjacent to the Aviation Museum and south to the Edith Street junction).
- **Establish a 'Bikeway Art/Interpretive Installation Project:** There are many opportunities for use of art and sculpture installations on the Outer Harbor Greenway to enhance the route's profile, provide interpretive site information and visual interest. Community initiatives & projects should be considered in developing such opportunities.

2. Gilman, Rosewater & Ottoway Routes.

- **A paved pathway link across the Gilman Rail Reserve:** Currently an off-road shared-use path extends from the PREXY Bikeway along Perkins Drive to Bedford Street *and then stops!* While of reasonable quality, this pathway *does not* provide any appropriate connection to other (existing or planned) bike routes. It needs to be extended across Bedford Street and south across the Gilman Rail Reserve to join to the Gilman East-West Connector. This would then provide a direct connection to both the Outer-Harbor Greenway *and* to the proposed Rosewater Loop. Bicycle users on the PREXY Bikeway would no longer have to ride across the



Port River and through the Port CBD to access the Greenway or other routes to the south or into the City. *See below - starts at point '77'. Also see #'1' at right.*

- **Preliminary project work for the Rosewater Loop:** This could include soil testing, investigation of contamination management, ownership transfer, planning and costing etc. *See '2' at right.*
- **Gilman Rail Reserve Crossing at Evans St:** Evans Street is divided into two sections at Rosewater. At present there are informal 'made' access points on the northern and southern sides that allow pedestrians and bicycle users to access the similarly informal sections of the Gilman-to-Ottoway pathway, proposed as the route for the 'Rosewater Loop' project. Creating formal access points here would assist local residents to make much more secure and convenient use of this important route, particularly for the young, elderly and inform. Requires new ramps, stretches of pathway, signage and - eventually – lighting.

3. Port CBD Bikeways:

- **A pedestrian crossing across the Quebec Street Mall:** This simple crossing link would connect from Robe Street and associated pedestrian areas (ie; at the corner outside Farmer Joes) and provide safe access to the wide, paved 'Mall' heading south towards the Dale Street crossing and the new shopping precinct on the other side (Coles, Aldi etc). It would provide much safer passage for people moving across the road at this corner. Requires new ramps, painted crossing, signs and standing rails. *See 'CBD01' below & '4' at right.*
- **Upgrade Bikeway - Western Regional Park (Port CBD):** This undeveloped pathway is frequently used by public housing and other residents located on both sides of Bower Road to gain access to the Port CBD shopping precincts. The pathway sees bike and foot traffic as well as those reliant on mobility devices. Requires new paving, signage, ramps, shade tree plantings and possibly lighting.
- **A Pathway Connecting Lipson Street & Commercial Road:** A new SUP on this short section of public land would provide Greenway users – and pedestrians in particular – with a more direct connection to the Port CBD and the new shopping precincts to the south of Dale Street. Requires ramps, paving, bollards and signage. *See 'P42' below & #'1' at right.*

4. Interim Access - PREXY/Diver Derrick Bikeway to the Port Waterfront: While plans allow for eventual construction of pedestrian and bike access to St Vincent St via WauWa Street, temporary access needs to be maintained over the course of housing development. This will require signs, ramps and possibly short lengths of paved pathway. *See 'P94' below & '2' at right.*

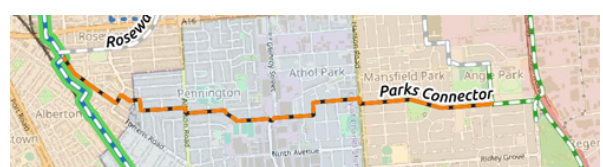
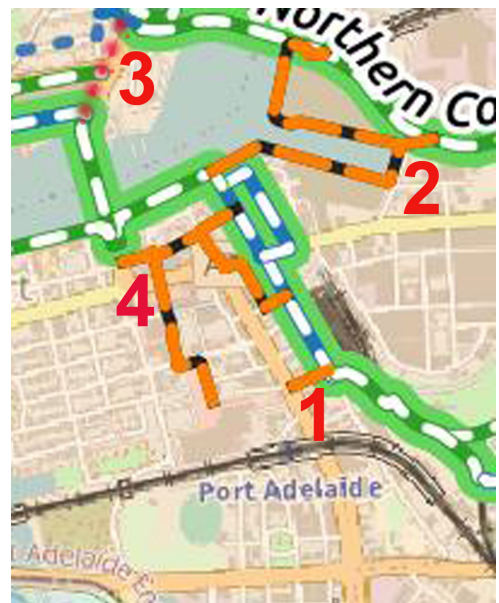
5. Further development of the Mersey Road Bikeway: This could include signage, better continuity through or around the new naval ship-building precinct, interpretive signage and tourism linkages etc. *See '1' at right.*

6. New Pedestrian Crossing - Semaphore Road – West: A proposed upgrading of crossings on Semaphore Road was outlined in recent public consultations. While the '2 crossing' proposal was not agreed to by Council, the prospect of building a centrally-located single crossing was left open. Details here:

https://www.cityofpae.sa.gov.au/_data/assets/pdf_file/0038/773867/Item-12.2.9-Attachment-2-Semaphore-Road-Wombat-Crossing.pdf

This would be a major improvement to pedestrian access & safety in this important retail & recreation zone.

7. Signage and 'Linkage' Works - the 'Parks Connector': Identified in the BikeDirect network, this



frequently used road route travels through The Parks to connect to the East-West Connector and South Road. It would provide a much needed east-west link lying halfway between the PREXY Bikeway and the Outer Harbor Greenway. Requires signage, sharrows, minor works etc.

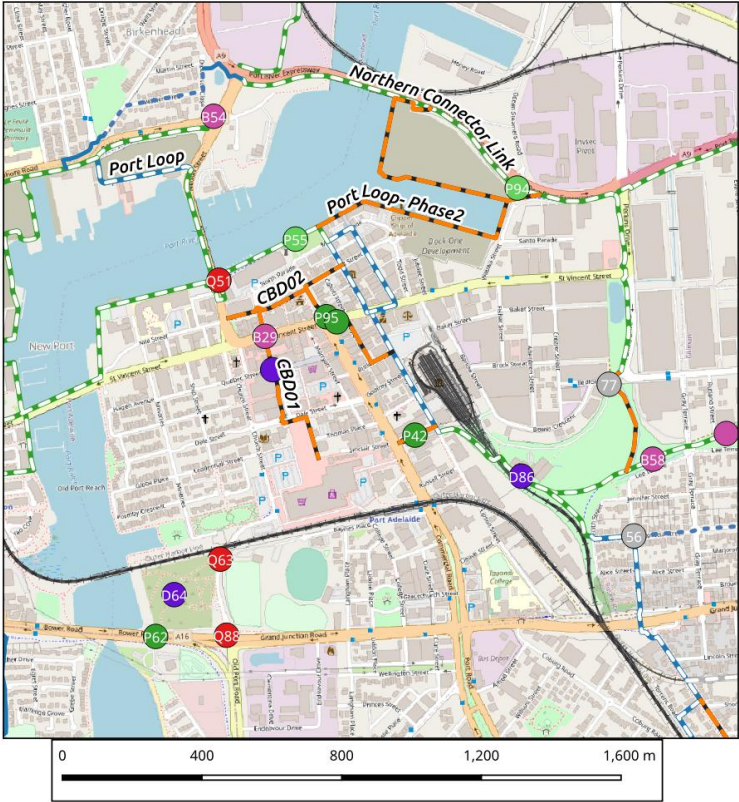
8. Gawler Greenway - Additional Length of Shared Use Path: Currently cyclists are reporting difficulties using Gallipoli Drive and Narweena Road on the Gawler Greenway due to the frequent use of heavy vehicles and the lack of any useful off-road alternative. They are requesting the BUG seek installation of an off-road bikeway, particularly along the Gallipoli Drive section of the route. There appears to be room for such a SUP on the eastern kerbside reserve between the roadways and the adjacent drainage ditch. Action – plan, propose and build a separated bikeway for the section of the Outer Harbor Greenway along Narweena Rd and Gallipoli Drive between Regency and Grand Junction Roads.

9. PREXY Bikeway Connection to the Port CBD: The PREXY Bikeway is rapidly becoming a major linkage between The Port and suburbs to the north, and *potentially* provides a secure connection from Salisbury and Mawson Lakes (and eventually from Gawler & beyond) into the Port CBD and surrounding beachside suburbs. Currently cyclists have to make their way along half-finished, non-existent, insecure and poorly defined routes along either Perkins Drive/St Vincent St or the Diver Derrick Bridge/Nelson St routes. Both of these routes offer several possibilities for marked improvement as does an *additional* potential route via Wauwa Street and the proposed Port Loop-East along the waterfront (see Items #5 & 6). The PortBUG proposes a specific planning and investment strategy to ensure these routes are clearly defined with appropriate pathways, ramps, signage and other infrastructure installed.

10. Some general comments from members:

- 'I think the Outer Harbour Greenway and path through the Port Centre should be a big priority and I'm amazed there is still work to achieve this.'
- 'I still feel unsafe cycling over the train lines on Semaphore Rd - with trucks turning, road narrowing, bumpy tracks. I find the bike path rail crossing mazes to be infuriating, & thus end up risking staying on the busy main road.'
- 'I think we need to **keep pushing for general 'active transport' strategies and policies** that integrate with the Council's other economic/environmental/health/place-making goals, just as PortBug advocated in the recent submission to the Minister for Transport.'
- 'I'd like to see innovative approaches to ensure **shaded transport pathways to key services**. We would advance many of the strategies for the City if we had good tree plantings along the paths leading to schools & pre-schools - fostering walking and cycling by children and parents. The same principles apply re access routes to shops/train stations etc. The increased tree cover will also help reduce the urban heat buildup, aggravated by urban infill and climate changes... Supporting active transport and urban shade in turn can reduce the demand for yet more roads and carparks – major contributors to 'heat islands'.'
- 'We need to see urban shade and cooling prioritised/included in the project plans for all new bike paths - I still imagine a tree where each bollard is placed to form the Hart St bike lane.'

Port Adelaide CBD



ReportItems	Item Index	Routes
Potential link	Quick fix	Primary - offr
Planning	Design	Primary - onrd
Budget	Budget	Secondary - onrd
Policy	Policy	Secondary - Offrd
Not categorised	Not categorised	Proposed
		Proposed- PortBUG

id	Description
56	Approach from secondary route along Rosetta St? Margaret Tce secondary route needs sign to denote entry to OHG
77	Access between offr path on Perkins Drive and the connection through Rosewater to the OHG is impeded by steel barrier
B54	Needs connection to Port Loop
B29	Restore previous crossing
P42	Possibl public walkway - owned by DPTI
P55	Conflict between cycling and boat queues needs to be addressed
B58	Deteriorated surface
P62	People from Semaphore Park going to Port CBD need safe point to cross
Q63	Entrance coincides with tree blocking path
D64	Track is well used but surface is poor - muddy in winter. Needs gravel surface
D86	Trees needed to shade this section
Q88	Dangerous road surface in cycling lane needs repair
Q51	Blind corner - mirror needed
D92	Pedestrian Crossing near Farmer Joe's is needed urgently
P94	From this point one can ride offr almost 50 km to Gawler. How long do we have to wait for this development to free up access to/from the Port
P95	Protected bike kerbside standing zone; It may be possible to accomodate a special bike/pedestrian facility
P96	Redesigned shared path zone on footpath