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From: DPTI:Community Relations <DPTI.CommunityRelations@sa.gov.au>

Date: Thu, Oct 3, 2019 at 8:50 AM

Subject: RE: Port Road, West Lakes Boulevard and Cheltenham Parade Intersection Upgrade

To: Nicholas Henrys <nic.henrys@gmail.com>

Dear Nick,

Thank you for providing your comments regarding cycling infrastructure in relation to the Port Road, West Lakes Boulevard, Cheltenham Parade intersection upgrade and surrounding areas.

The Community Information Sessions were held to provide the community with the opportunity to meet the project team, learn more about the project and ask any questions you might have. It's unfortunate you were unable to attend, however the plan is also available on the project web page at [www.dpti.sa.gov.au/port\\_west\\_cheltenham](http://www.dpti.sa.gov.au/port_west_cheltenham) and we'd be happy to register your details on the project mailing list so you can receive further information as it becomes available.

The intersection upgrade will deliver improvements to cycling infrastructure, including the installation of dedicated bike lanes on all approaches.

The improvements at the intersection are expected to improve efficiency through the intersection as well as improving safety for all road users at this location.

Your suggestions for additional cycling infrastructure improvements, outside the scope of this project, have been forwarded to the department's Transport, Planning and Investment team for future consideration.

Regards,

Community and Stakeholder Engagement  
Customer, Community and Public Affairs  
People and Corporate Services

Department of Planning, Transport and Infrastructure  
T: 1300 794 880 • E:  
[dpti.communityrelations@sa.gov.au](mailto:dpti.communityrelations@sa.gov.au)  
[www.dpti.sa.gov.au](http://www.dpti.sa.gov.au)



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From: Nicholas Henrys [mailto:nic.henrys@gmail.com] Sent: Wednesday, 25 September 2019 9:55 PM  
To: DPTI:Community Relations <DPTI.CommunityRelations@sa.gov.au>  
Cc: chair@bisa.asn.au  
Subject: Port Road, West Lakes Boulevard and Cheltenham Parade Intersection Upgrade

Dear Sir/Madam

The Bicycle Institute (BISA) has been representing the interests of utility cyclists in our state for over 40 years. We noted the recent consultation session held regarding the above project, but were unable to have a representative to attend at short notice.

The intersection of Port Road, West Lakes Boulevard and Cheltenham Parade is important to BISA members because it provides a link between the Outer Harbour Greenway, existing on-road bike lanes along Port Road, and areas to the south and west of Port Road (an image of the Bike Direct network in the area is attached for context). With this in mind it is positive to see the concept design generally represents an improvement on the existing situation with provision for bicycle lanes on approaches and through the intersection. While this is a step in the right direction, there are aspects of the concept design which remain unsafe for people on bikes, and present additional opportunities for further improvement:

- In particular there does not appear to be any provision for bicycle users turning left in any of the dedicated left turn lanes. Additional on-road bicycle lanes or off road shared use paths to the left of dedicated left turn lanes would further improve bicycle safety. For the left turn lane from Port Road to West Lakes Boulevard, there may be an opportunity to provide a bicycle/shared path through currently vacant land to the north of the rail corridor (if possible) which would also reduce travel distance/time for bike users and pedestrians.
- There is also no specific provision for bicycles turning right in any location, either currently or in the proposed design. Bike users would either need to wait for 2 or more traffic signal phases, or negotiate multiple lanes of 60 kmph traffic in order to turn right. Advance stop boxes (bike boxes) could be considered in some locations to improve safety and efficiency for more confident riders.
- West Lake Boulevard: the bike lane should be continued until after the extended dual lanes fully merge to a single lane. In fact, it looks like with a small amount of road widening, a bike lane could fit along all of West Lakes Boulevard (south-eastern lane) and this should be provided, especially as there is no footpath on

this side. OR an active crossing of the rail line opposite Jervois St so that cyclists can use the (existing) shared path.

- Instead of a lengthy stand-up lane on Cheltenham Parade, the bike lane could be delivered as a bike path grade separated from both the roadway and footpath.
- Bicycle lanes on Cheltenham Parade appear to stop just north of the intersection, however there are also existing bicycle lanes on Cheltenham Pde which stop some 200m further to the north. A complete bicycle network (without gaps) is crucial to attracting new and less confident bicycle riders. This project presents a good opportunity to link bicycle lanes through the intersection with the existing lanes, as adding this link later would result in additional cost and disruption.
- There also may be an opportunity to improve the link between Rowley Terrace and the shared path behind OTR. Currently bike users must navigate traffic signal poles and other obstacles on a relatively narrow section of footpath on the southern side of Port Rd. If this area is within the scope of the project, this situation could no doubt be improved. The pedestrian level crossings could also be upgraded to the newer gated design which is significantly more friendly to bikes.
- As shown in the attached, Jervois Road is used as an alternative route for bike users who would rather not traverse the section of West Lakes Boulevard between Port Rd and Tapleys Hill Rd which has no bike infrastructure. Extension of dual lanes on West Lakes Boulevard is likely to make it harder to cross for both bikes and pedestrians wanting to access Jervois Road. Provision of a median refuge is likely to improve safety here.
- While painted on-road bicycle lanes are generally better than no facilities, BISA notes that physically separated/protected lanes or off-road paths represent best practice in a high speed traffic environment. Where this type of infrastructure is not practicable to provide, the width of painted lanes should reflect the speed environment (ideally minimum 1.5m wide).

It would be great to meet and discuss the above with the project team to ensure that an acceptable standard of safety for bike riders is achieved. Please let us know the best way to continue this conversation.

Kind regards,  
Nick Henrys  
Bicycle Institute of SA