



"May sustainable transport systems be at the heart of Adelaide's success as a people-friendly and environmentally responsible city."

By email: [ghouse@charlessturt.sa.gov.au](mailto:ghouse@charlessturt.sa.gov.au), [srix@charlessturt.sa.gov.au](mailto:srix@charlessturt.sa.gov.au)

30/10/2024

## West Hindmarsh, Welland and Hindmarsh Your Neighbourhood Plan

Dear Georgina House and Sandy Rix,

Bike Adelaide wishes to express our support for the active travel component of the Your Neighbourhood Plan for West Hindmarsh, Welland and Hindmarsh and offer our commendation to the City of Charles Sturt for supporting active transport.

McDonnell Avenue is a natural choice for an active transport corridor as it provides direct community access to Brickworks Marketplace to the south and a PAC at Grange to the north, which ultimately helps link to the Outer Harbor Greenway beyond Port Road.

However, future active transport plans for McDonnell Avenue should consider safety measures for cyclists.

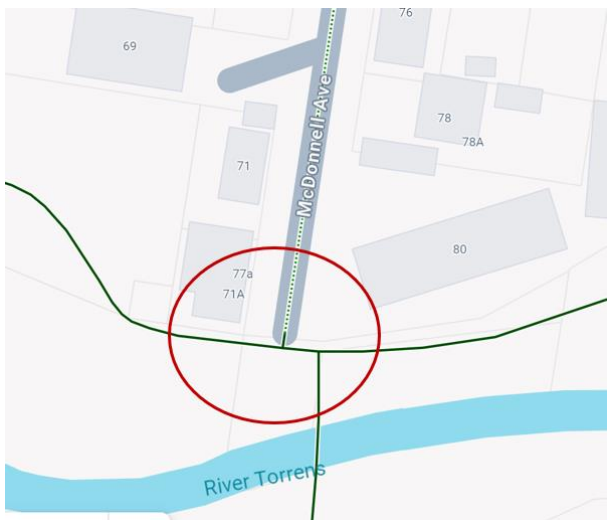
Street parking on both sides of the road is common along McDonnell Avenue and leaves narrow clearance for cars passing cyclists in either direction. Furthermore, cars often travel at high speeds along McDonnell Avenue and Hindmarsh Ave, and through the roundabout where the two roads intersect.

Traffic calming measures such as single-lane slow points should be implemented to ensure traffic is travelling at safe speeds below 40km/h and to deter rat-running.

Additionally, the PAC at Grange just west of McDonnell can be dangerous. Cars travelling north on McDonnell will often turn west onto Grange without yielding and continue onto Grange with little regard for the traffic light. The writer of this submission has, on multiple occasions, witnessed motorists disregard the red light while travelling in this direction. This presents safety concerns for cyclists as well as children crossing to St Joseph's School.

We acknowledge this light has undergone recent upgrades, but cars are nevertheless still failing to recognise the yield or stop, and this signal could benefit from greater enforcement.

Additionally, the southern connection from McDonnell Ave to the footbridge is an awkward zig-zag with a short window of visibility for travellers on the Linear Path:



Cyclists crossing at the bollards must make slow, awkward zig-zig turns:



Google

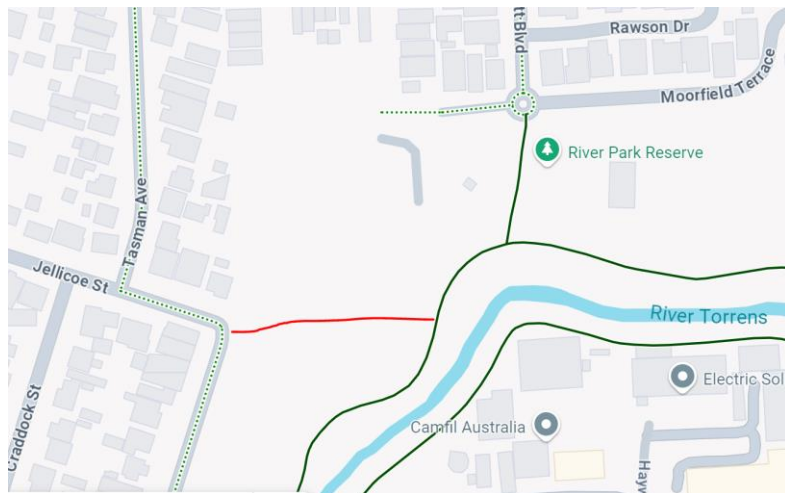
Otherwise, the use of the eastern footpath is more direct but requires negotiating a blind corner.



Bike Adelaide supports directness as a key principle; in absence of a direct route onto the footbridge, a traffic safety mirror can assist in making a safe crossing.

East-west connections in this neighbourhood are challenging: Holbrooks Road to the west and South Road to the east limit connections to the wider cycling network, and warehouses/industry along Welland Avenue limit the number of complete direct routes through the neighbourhood.

The best option is to use Hindmarsh Avenue in combination with Moorfield Terrace. A cycling path through the new development at the western end of Moorfield Terrace could link to Mountbatten Terrace. Alternatively, there is an opportunity to take advantage of the existing path through River Park Reserve and creating a new spur (see image below) linking the Linear Path to Jellicoe Street and Mountbatten Terrace.



In both options, this completes an east-west connection to Beatty Street which then links the neighbourhood to the Hartley Road bike path west of Holbrooks Road. This would enable a cycling network to the coast that is more direct than the Linear Path and safer than Grange Road. It would also pass the Healthy Living Precinct, further activating this community centre. Wayfinding signage should also be considered to help direct cyclists along the route.

Bike Adelaide also wishes to express support for additional parkland and asks that any modifications to existing parks and/or reserves include space for bicycle parking consistent with Australian Standards (AS 2890.3).

Thank you for taking steps to support active travel in the West Hindmarsh, Welland and Hindmarsh. We hope this feedback is useful in your endeavours to encourage a safe and active community.

Warm regards,

A handwritten signature in black ink, appearing to read 'Anthony Collebrusco'.

Anthony Collebrusco  
Committee Member, on behalf of Bike Adelaide  
M: 0491 602 671  
E: [anthony@bikeadelaide.org.au](mailto:anthony@bikeadelaide.org.au)