

FACT SHEET

ENCOUNTER BIKEWAY REALIGNMENT



The City of Victor Harbor is seeking feedback on proposed options for realignment of the Encounter Bikeway from Hindmarsh Road to the Council boundary. Three options have been developed, including options to connect into Alexandrina Council. These options explore using the coast-front road reserves, using the rail corridor, or retaining the existing on-road alignment.

OPTION 1 - Follow coast-front roads and reserves

Option 1 stays high on top of the rail corridor cutting, utilising a combination of the coast-front road network and coast-front reserves between Investigator Carpark and Hindmarsh Road.

OPTION 2 - Follow the rail corridor

Option 2 utilises the rail corridor from Investigator carpark to Hayward Street before climbing the cutting at the Hayward Street beach access steps and then descending back to the rail corridor at the Hayward Court beach access stairs. This option arrives at the Hindmarsh Road pedestrian chicane via the coastal dunes and Hindmarsh River Lagoon.

OPTION 3 - Retain existing alignment

Option 3 utilises the secondary road network for the entirety of the project area from Hindmarsh Road to Seagull Avenue.

COMBINATION?

The outcome could be a combination of options as there are many points where the alignments cross-over each other: **A** **D**





OPTION 1 – FOLLOW COAST-FRONT ROADS AND RESERVES

DESCRIPTION

Option 1 stays high on top of the rail corridor cutting, utilising a combination of the coast-front secondary road network (Olivers Parade, Hayward Street and Hayward Court) and coast-front reserves between Investigator Carpark and Hindmarsh Road.

Visual concepts and example treatments are shown opposite.

OPPORTUNITIES AND CONSTRAINTS

This alignment provides a convenient and attractive option for Bikeway users as it takes advantage of coastal views for the entirety of the Bikeway between Investigator Carpark and Hindmarsh Road.

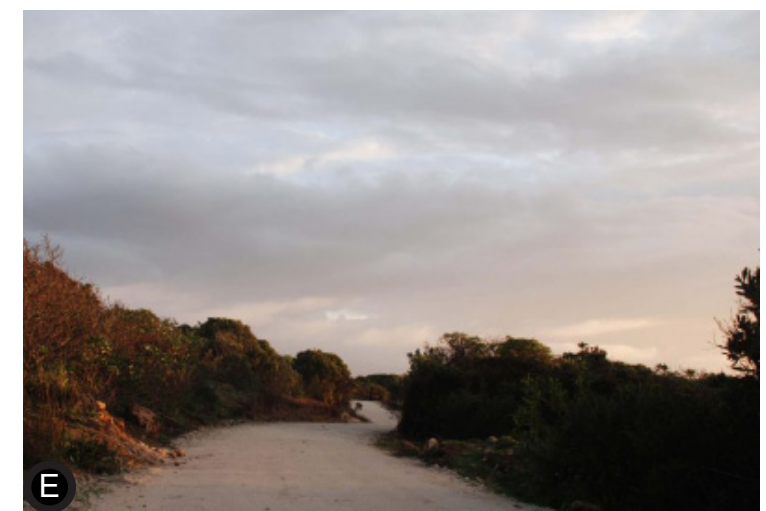
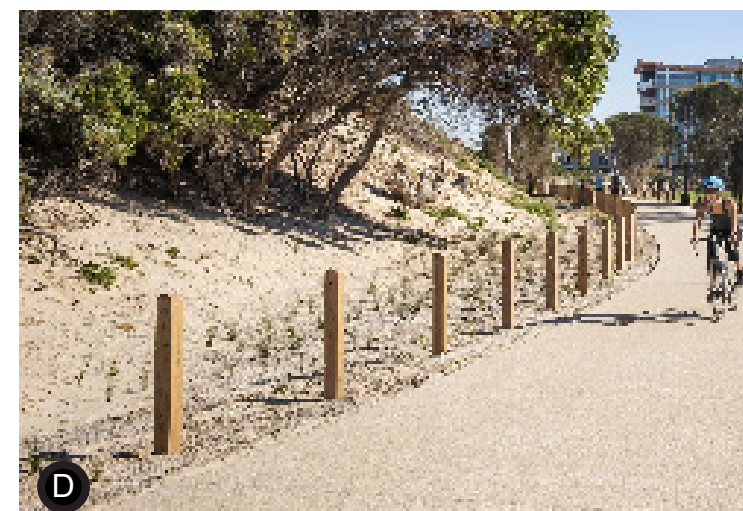
It does introduce new sections across road reserves close to existing private property boundaries and it maintains on-road sections meaning users share the Bikeway with vehicles.

ORDER OF COST

The entirety of the Option 1 alignment from Chiton Rocks Surf Life Saving Club to Hindmarsh Road is estimated at \$3.74M.

This alignment is cost effective in that it utilises the existing path within the rail corridor and the existing secondary roads and road reserves. The major cost element for this alignment is the connection between Hayward Court and Hindmarsh Road.





Visualisations of a boardwalk treatment (A) and compacted gravel treatment (B) behind houses facing Hindmarsh Road and of a boardwalk connecting Hayward Court to Hindmarsh Road (C).

Pictures depicting the type of fencing treatment (D) to minimise visual impact, compacted gravel path for the rail corridor (E) and boardwalk treatment example that could be used to connect Hayward Court to Hindmarsh Road (F).



OPTION 2 – FOLLOW THE RAIL CORRIDOR

DESCRIPTION

Option 2 utilises the rail corridor from Investigator Carpark to Hayward Street before climbing the cutting at the Hayward Street beach access steps and following coast-front secondary streets (Hayward Street and Hayward Court) before descending back to the rail corridor at the Hayward Court beach access stairs. The Bikeway then crosses the rail line and arrives at the Hindmarsh Road pedestrian chicane via the coastal dunes and Hindmarsh River Lagoon. Visual concepts and example treatments are shown opposite.

OPPORTUNITIES AND CONSTRAINTS

This alignment utilises the rail corridor to provide a convenient and attractive alignment that remains, for the most part, off-road. There may be a lack of surveillance of Bikeway users and there are potential concealment opportunities along the rail corridor; lighting would be an evening consideration. This alignment has two rail crossing points and, as it travels along the rail corridor, brings Bikeway users into proximity and potential conflict with trains. This option takes the Bikeway into the dune system and corridor of native vegetation. This alignment will be subject to a vegetation assessment and approval.

ORDER OF COST

The entirety of the Option 2 alignment from Chiton Rocks Surf Club to Hindmarsh Road is estimated at \$8.8M.

This cost is largely attributed to the creation of access ramps to and from the rail corridor at Hayward Street and Hayward Court and the installation of new path infrastructure between the Hayward Court beach access ramp and the Hindmarsh Road chicane.





COMPACTED GRAVEL ALONG THE RAIL CORRIDOR FROM HAYWARD STREET STAIRS



BOARDWALK FROM HAYWARD COURT STAIRS INTO THE DUNES AND HINDMARSH LAGOON



EXAMPLE OF RAMPING DOWN FROM HAYWARD COURT TO THE RAIL CORRIDOR



EXAMPLE OF SENSITIVE BOARDWALK FOR THE DUNES AND LAGOON



EXAMPLE OF COMPACTED GRAVEL PATH FOR RAIL CORRIDOR



EXAMPLE OF BOARDWALK MATERIALS FOR RAMPING



EXAMPLE OF NARROW SINGLE TRACK OPTION FOR DUNE BOARDWALK



OPTION 3 – RETAIN EXISTING ALIGNMENT

DESCRIPTION

The existing option utilises the secondary road network for the entirety of the project area, following improved signage from Hindmarsh Road to Seagull Avenue.

OPPORTUNITIES AND CONSTRAINTS

The secondary road network provides an existing sealed path for cyclists, making it a suitable surface for all bikes in all weather conditions, and providing regular access and exit points. This alignment is within a mixed traffic environment; vehicles, parking, bicycles and pedestrians share the roadway. It does meander and take cyclists away from a coastal experience at times. To deliver an improved experience along the existing alignment, Council will need to negotiate with the Department for Infrastructure and Transport for the amendment of Hindmarsh Road and with the South Australian Power Network for works affecting powerlines.

ORDER OF COST

The order of cost for this alignment is dependant on the treatments that are achievable and negotiated at key points. There are two main treatment options for the existing alignments. Both options include narrowing Hindmarsh Road to allow for path widening, improved wayfinding and signage. Option 3.1 (\$2.3M) proposed a pedestrian footpath at the back of kerb on Seagull Avenue and on-road bicycle marking. Option 3.2 (\$10.0M) proposes the realignment of Seagull Avenue to provide space for an off-road shared path and the undergrounding of all powerlines.







SUMMARY OF REALIGNMENT OPTIONS

A summary of key aspects of the alignment options is provided below. The table highlights the potential difficulty of realising the alignment, the likely cost impact, and any safety or amenity elements that would contribute to or detract from a preferred alignment.

ELEMENTS	OPTION 1	OPTION 2	OPTION 3.1	OPTION 3.2
CHALLENGES	Option 1 requires access to undedicated Crown Land (Lot 51) in order to provide an alignment that avoids Hindmarsh Road. This will require approval from Crown Land or require Council to purchase the land and is likely to involve a consultative process with adjacent residents.	Option 2 will need to manage any impact it has on native vegetation along the rail corridor and the dune system near the Hindmarsh River. This is likely to require an application for vegetation removal to the Native Vegetation Council. Much of this option is on Crown Land under tenure by SteamRanger and will therefore rely on approval from Crown Land and involve consultation with SteamRanger.	Option 3.1 involves changing Hindmarsh Road to provide a wider shared path on the southern side. This will rely on consultation with, and approval by, Department for Infrastructure and Transport. This option considers the construction of a footpath on the northern side of Seagull Avenue which will rely on consultation and matched treatment by Alexandrina Council, and consultation with all residents.	Option 3.2 involves changing Hindmarsh Road to provide a wider shared path on the southern side. This will rely on consultation with, and approval by, Department for Infrastructure and Transport. This option also involves the realignment of Seagull Avenue, construction of a new path and undergrounding of powerlines. This will rely on consultation and matched treatment by Alexandrina Council, consultation with all residents and successful application to the PLEC Scheme for funding support.
COST	Option 1 is cost effective in that it utilises existing roads, road reserves and paths. The major cost item is the proposed connection between Hayward Court and Hindmarsh Road at the rear of Hindmarsh Road properties.	Option 2 utilises an existing informal path along the rail corridor, this provides a cost effective approach for the majority of this alignment. The major cost item for this alignment is the proposed ramps at Hayward Court and Hayward Street.	Option 3.1 utilises the existing road network and road reserves. The major cost item for this alignment is narrowing Hindmarsh Road to provide a wider shared path. Also, the installation of a 1.2m footpath at Seagull Avenue (Cyclists will remain on-road).	Option 3.2 utilises the existing road network and road reserves. However, it has major cost items that include the reshaping of both Hindmarsh Road and Seagull Avenue, construction of new shared path and undergrounding powerlines.
SAFETY	Option 1 retains an alignment that utilises the secondary road network and therefore users will be in a mixed traffic environment including vehicles and pedestrians.	Option 2 is almost completely off-road. However, the alignment is in proximity to the SteamRanger rail line for almost the entire extent of the project area, including two crossing points. As this alignment meanders through existing vegetation, there may be limited surveillance of users and there could be concealment opportunities.	Option 3.1 remains on road for the full extent of the alignment keeping users in a mixed traffic environment. This option takes in Hindmarsh Road which has significantly higher traffic volumes and concealed driveways.	Option 3.2 remains on road for the full extent of the alignment keeping users in a mixed traffic environment. This option takes in Hindmarsh Road which has significantly higher traffic volumes and concealed driveways.
AMENITY	Option 1 provides uninterrupted views of the coast and ocean. It increases the use of existing road reserves and therefore provides more off-road 'green' sections.	Option 2 immerses users in the native vegetation, dunes and lagoon along the rail corridor. It is almost completely off-road and takes advantage of the coastal landscape.	Option 3.1 provides coastal views for the majority of the alignment. It does lose sight of the coast and becomes a secondary road experience at Olivers Parade and Seagull Avenue. There are limited trees along this alignment.	Option 3.2 provides coastal views for the majority of the alignment. It does lose sight of the coast and becomes a secondary road experience at Olivers Parade and Seagull Avenue. There are limited trees along this alignment.



HAVE YOUR SAY

The community is encouraged to share feedback on the proposed options for realignment of the Encounter Bikeway between Hindmarsh Road and the Council boundary.

COMPLETE OUR SURVEY

Visit www.yoursay.victor.sa.gov.au to complete the survey. Alternatively, hardcopy feedback forms can be collected from the City of Victor Harbor Civic Centre at 1 Bay Road, Victor Harbor.

TALK TO US IN PERSON

Council staff will be hosting several drop-in sessions. This is an opportunity for the community to learn more from the project team and share feedback in person.

Saturday, 23 October 2021

Encounter Bikeway (Hayward Court)

7am - 9am and 11am - 1pm

Saturday, 6 November 2021

Encounter Bikeway (Olivers Parade)

7am - 9am and 11am - 1pm

SUBMIT FEEDBACK IN WRITING

Written feedback can be returned: by email to localgov@victor.sa.gov.au; by post to PO Box 11, Victor Harbor, SA 5211; or in person to the Civic Centre (1 Bay Road, Victor Harbor). **All feedback must be submitted by 5pm on Friday, 12 November 2021.**

