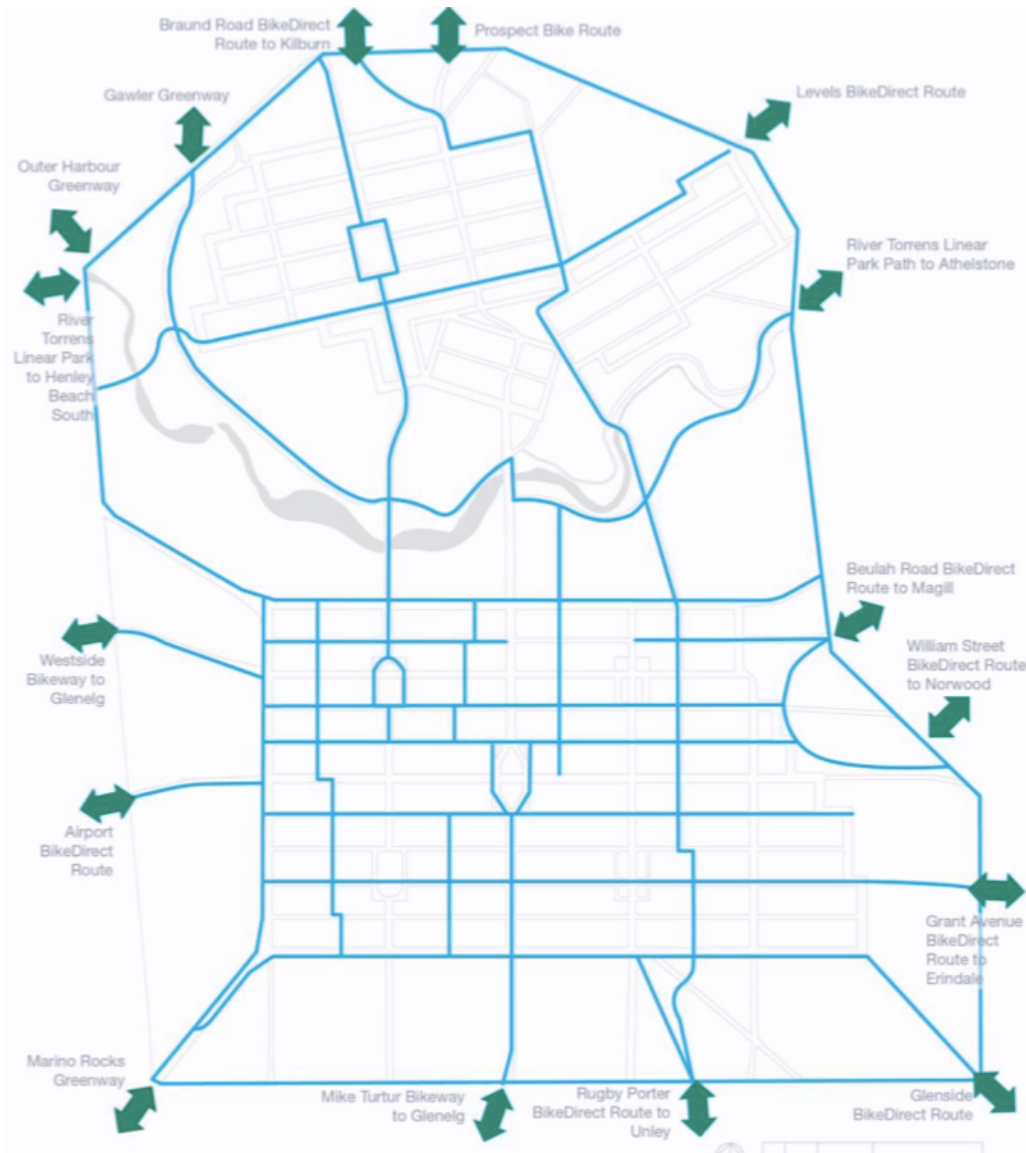


## Proposal for a west boundary railway route

The current City of Adelaide Integrated Movement Strategy has the following map of the existing and proposed bike network.



The image has all facets of the so-called ‘boundary route’ that featured in the 2012 Integrated Movement Strategy, except that alongside the railway. I think this is ironic, given that the missing facet would be the most popular of all, while others (e.g. along Greenhill Road) would be far less used.

The railway route has been left out because on the map it looks like there is a better alternative for people riding from the southern suburbs to the NRAH and university campuses. This is the West Terrace Bikeway.

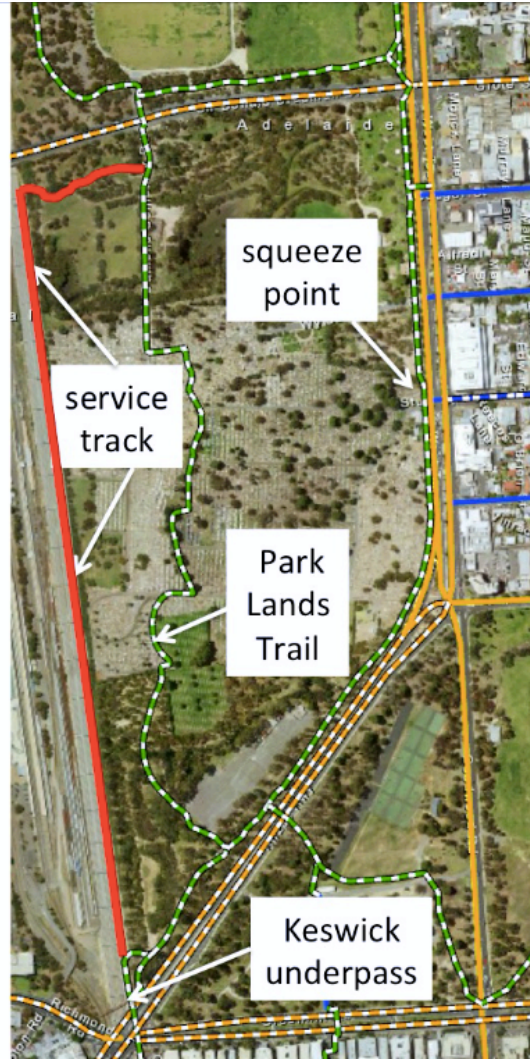
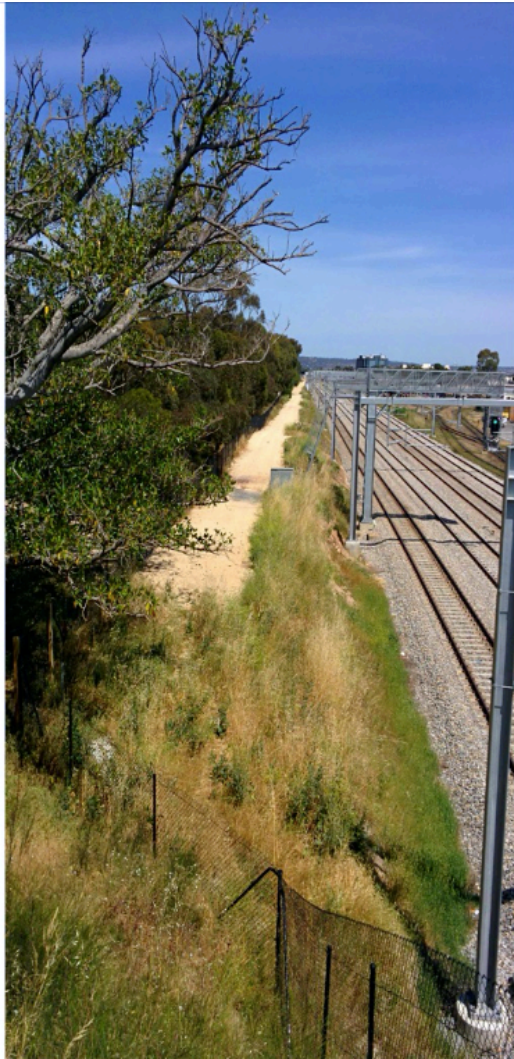
However the West Terrace Bikeway has a bad squeeze point outside the cemetery opposite Sturt Street and for those heading to North Terrace has traffic lights at Sir Donald Bradman, Glover Avenue and a particularly slow crossing of the West Terrace slip lane and North Terrace at the New Market Hotel corner. There are also lots of pedestrians, especially near the Adelaide High School, and

of course all the unpleasantness of one of metropolitan areas' worst traffic sewers.

The alternative route would run alongside the railway line, under Sir Donald Bradman Drive, over Glover Avenue (the Park Lands Trail already does this) and under Port Road, around the back of the NRAH and university buildings, to end at North Terrace underneath the Morphett St bridge. No traffic lights.

The land is available and much of the route has been developed as part of a service track, some of it created when the railway was electrified. Photos below show southern part of the service track. The first is from the Anzac Highway underpass looking north. The next is from Sir Donald Bradman looking south.





Following is photo of the track looking east from Port Road.



The path would be relatively easy to build, apart from under Sir Donald Bradman Drive, where a treatment similar to that at Anzac Highway/Greenhill Road would be needed. The red line in the overhead image is a cheap as chips interim route that would at least get cyclists to Sir Donald Bradman without needing traffic lights.

The path under Port Road would use an abandoned railway track. It has not been used for many decades, though possibly railway interests might argue that it might be used again in the future. That is highly unlikely, especially if the planned un railway loop under the city is built.

Surveyed land boundaries indicate that the land itself is formally Park Lands. It was taken by the State Government in the 1880s when it built the railway to Glenelg. Establishment of a shared use path would represent a re-claiming of Park Lands.

The west boundary railway route would be a marvellous connection between the Mike Turtur and Marino Bikeways and the key destinations at the western end of North Terrace.

Dr Ian Radbone, committee member, Bicycle Institute of South Australia

April 2019