



ENCOUNTER BIKEWAY REALIGNMENT HINDMARSH ROAD TO COUNCIL BOUNDARY CONSULTATION REPORT



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Introduction

The Encounter Bikeway is widely recognised as one of the most scenic walking and cycling paths along coastal South Australia. This project recognises the importance and the popularity of the Bikeway and looks at how it might be further enhanced, particularly focusing on the section between Hindmarsh Road and the boundary between the City of Victor Harbor and Alexandrina Council.

Acknowledging that there are many considerations in assessing the Bikeway for improved access, safety and amenity and experience, Council identified that broad stakeholder and community engagement was required to determine the alignment that provides the best possible outcomes within the constraints of the project area.

The Hindmarsh Road to Council Boundary section of the Encounter Bikeway has many challenges including:

- the railway line;
- land ownership and tenure arrangements;
- sensitive dunes and native vegetation; and
- high traffic volumes on Hindmarsh Road.

The purpose of this report is to provide an overview of the first stage of community and stakeholder engagement conducted primarily in the period October to November 2021. The consultation sought feedback on a range of options for the realignment of this section of the Encounter Bikeway. It is acknowledged that additional consultation and investigation will be required to progress a decision and any detailed design required.





Background

In 2016 the City of Victor Harbor developed the Victor Harbor Bicycle Strategy. The Strategy identified key issues for the Encounter Bikeway between Hindmarsh Road and the boundary with Alexandrina Council including:

- Difficult cycling conditions east of Hindmarsh River
- A 'problematic' section of the bikeway at Kleinig's Hill
- Counterintuitive use of residential streets between Kleinig's Hill and the Council boundary.

The Victor Harbor Bicycle Strategy recommended Council investigate options for a new alignment of the Encounter Bikeway. Investigations following the development of the Bicycle Strategy included a feasibility study of alignment options from the Hindmarsh Estuary to the Council boundary in 2018, and a more detailed assessment of alignment options between Hindmarsh Road and Hayward Street in 2020.

Subsequently, three options were presented to the community as a part of the consultation that was undertaken in October and November 2021. The options are summarised (right) and illustrated on page 5.

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 Car Park and Hindmarsh Road.

Option 2 – Follow the rail corridor

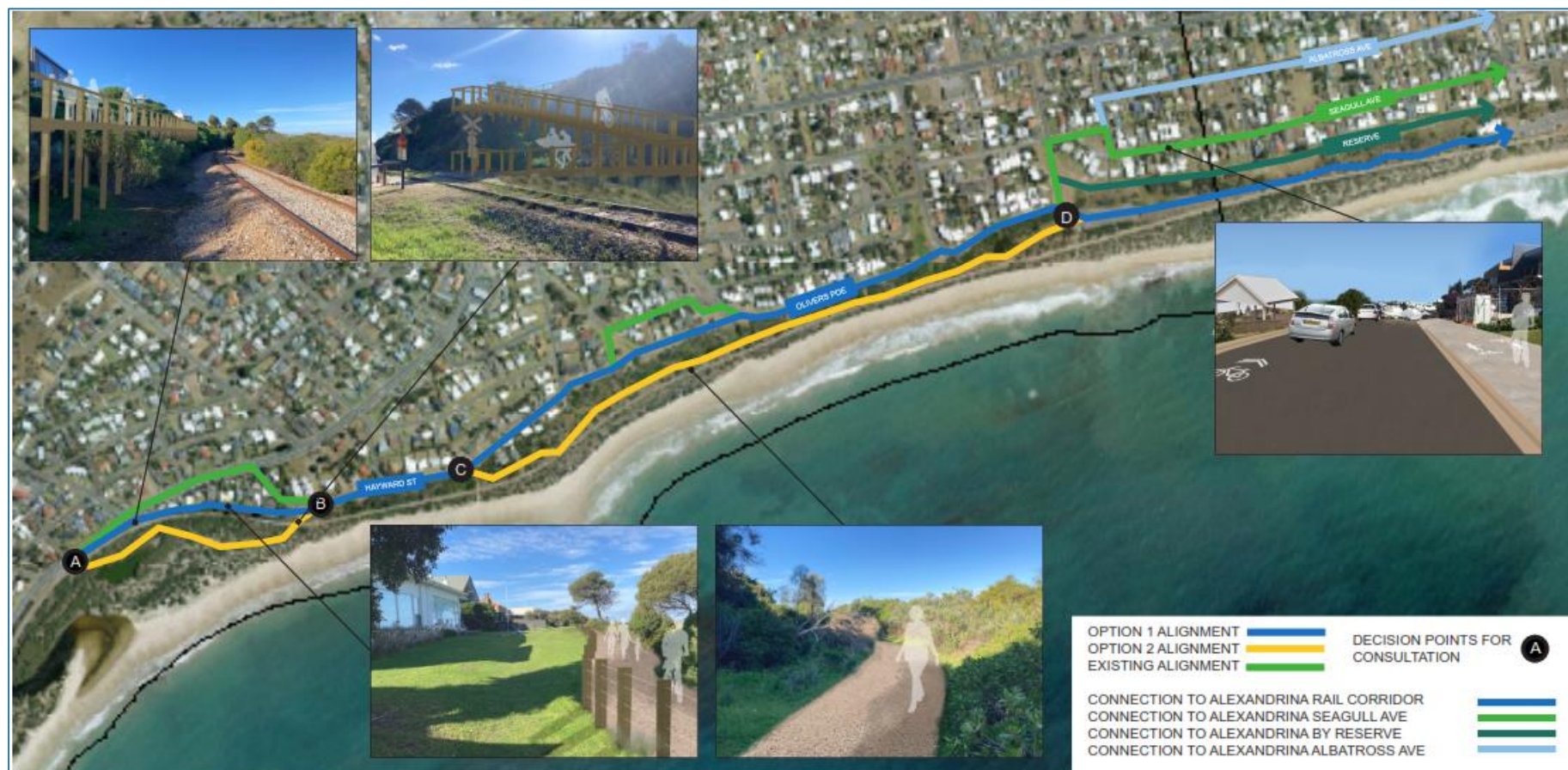
Option 2 utilises the rail corridor from Investigator Car Park to Hayward Street before climbing the cutting at the Hayward Street beach access steps and then descending back to the rail corridor at the Hayward Court beach access stairs. This option arrives at the Hindmarsh Road pedestrian chicane via 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. This option included two possible outcomes. The first (referred to as 3.1) proposes a pedestrian kerb on the northern side of Seagull Avenue and on-road bicycle marking. The second (referred to as 3.2) proposes the realignment of Seagull Avenue to provide space for an off-road shared path and the undergrounding of powerlines.

Combination – the outcome could be a combination of options where the alignments cross over each other.

Overview of alignment options presented for community and stakeholder feedback



Engagement Approach

The objective of this first stage of consultation was to obtain information from a wide range of perspectives to inform Council on considerations on a possible realignment of the Encounter Bikeway.

Key consultation initiatives included:

- Online and hard copy surveys
- Social media engagement
- On-site meetings with residents and property owners along the alignment
- Information sessions at selected points along the existing Encounter Bikeway alignment
- Stakeholder meetings and interviews.

The opportunity to participate in the engagement process was promoted through:

- Direct mail to all property addresses and property owners along the existing and proposed Bikeway alignments
- Fact Sheets and summary visuals were developed to assist online visitors
- Installation of eight (8) corflute notification boards across the project area
- Information on Council's websites (www.yoursay.victor.sa.gov.au and www.victor.sa.gov.au)
- Distribution to e-mail lists
- Social media posts
- Public notice in The Times
- Local media
- Direct contact with relevant agencies.

Consultation was conducted on potential alignments. Visuals were provided to indicate the types of treatments that may be possible to achieve an improved Bikeway utilising one of the three alignments (or a combination). These visuals are provided within the background paper provided as Appendix 1 to the report.



Map showing the distribution of consultation activities



Consultation Results

Total responses, including survey and onsite preferences:





Survey Responses

Almost 500 surveys were completed and submitted to Council as part of this phase of consultation.

A survey was provided online at the City of Victor Harbor's Your Say page, in hard copy at Council's customer service centre and via direct mailout to properties and owners of properties along the proposed alignments. The survey was undertaken from Thursday, 7 October 2021 through to Friday, 12 November 2021. By the conclusion of the consultation period, almost 500 surveys were completed and submitted to Council.

The objectives of the survey was to identify:

- The views of residents, non-resident rate-payers, visitors and 'others' on the Encounter Bikeway realignment
- The frequency and purpose of current bikeway usage by participants
- Elements of the existing bikeway that are valued and therefore should be preserved as much as possible
- Elements of the existing bikeway that could be changed or improved, where possible
- Overall realignment preference and if any proposed alignment options could be eliminated from further investigation/future stages of this project
- Any additional sentiment or perspectives on the realignment of the Encounter Bikeway from Hindmarsh Road to Chiton.

The following pages outline a summary of the survey results.

Summary of survey results

Participants

493 surveys were completed either online or in hard copy.

- 193 identified as residents
- 117 identified as non-resident rate payers
- 93 identified as visitors
- 79 identified as 'other'.

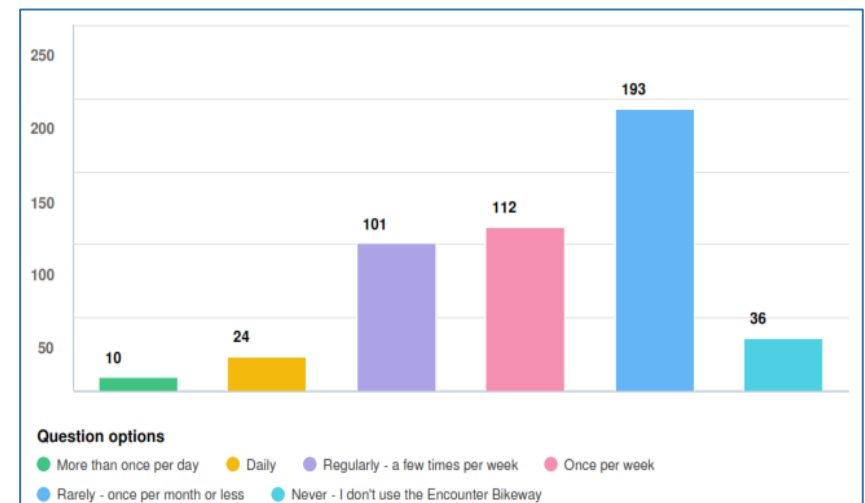
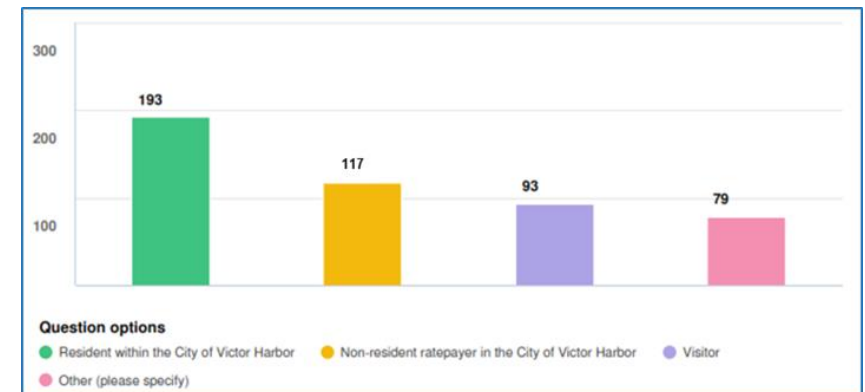
Of the 79 'other' participants, 51 identified as residents or ratepayers of Alexandrina Council. The remaining participants identified as former residents, or family members of non-resident rate payers and residents. Eleven respondents did not identify in any category.

How often do you use the bikeway?

Of the 476 responses to this question:

- 193 use it once per month or less
- 112 use it once per week
- 101 use it a few times a week
- 36 do not use the bikeway
- 24 use it daily
- 10 participants use the bikeway more than once per day

Approximately 52% (247) of participants use the bikeway at least once a week.



What is your most common reason for using the bikeway?

Participants were able to provide multiple responses to this question. Of the 471 participants that responded to this question:

- 310 used the bikeway for recreation and leisure
- 249 used it for fitness and exercise
- 77 used the bikeway for travelling to place of interest
- 31 used it to travel to work or school
- 30 used it for 'other' reasons, most of which reiterated one or more of the four nominated responses (visiting places of interest including friends, work and volunteering).

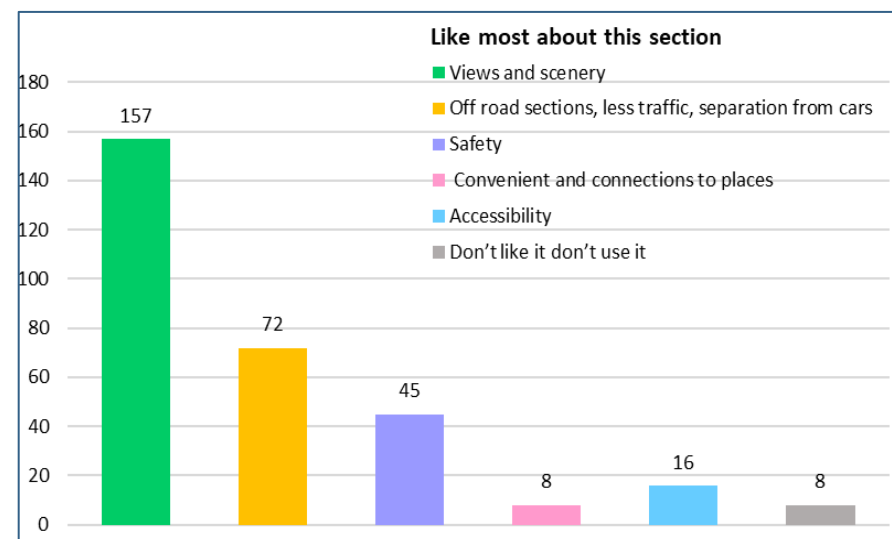
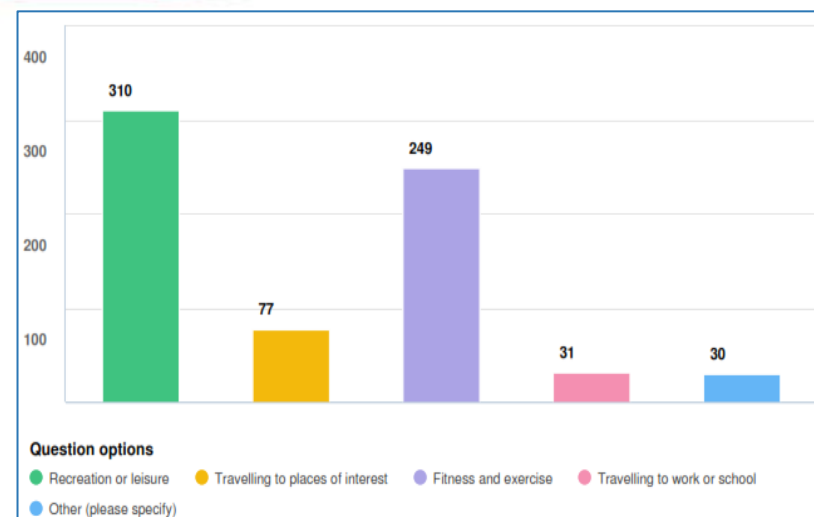
The Bikeway is multi-functional; most commonly used to experience recreation and leisure and provide fitness and exercise, but also serves a functional purpose for commuting to school, work, volunteering and places of interest.

What people like most about this section of the Encounter Bikeway

Participants were asked to share in their own words what they like most about this section of the Encounter Bikeway. Common aspects that participants like include:

- Views and scenery (mentioned 157)
- Off road sections, less traffic, separation from cars (mentioned 72 times)
- Safety (mentioned 45 times)
- Convenient and connections to places (8)
- Accessibility (16)
- Don't like it don't use it (8)

114 participants did not provide an answer.



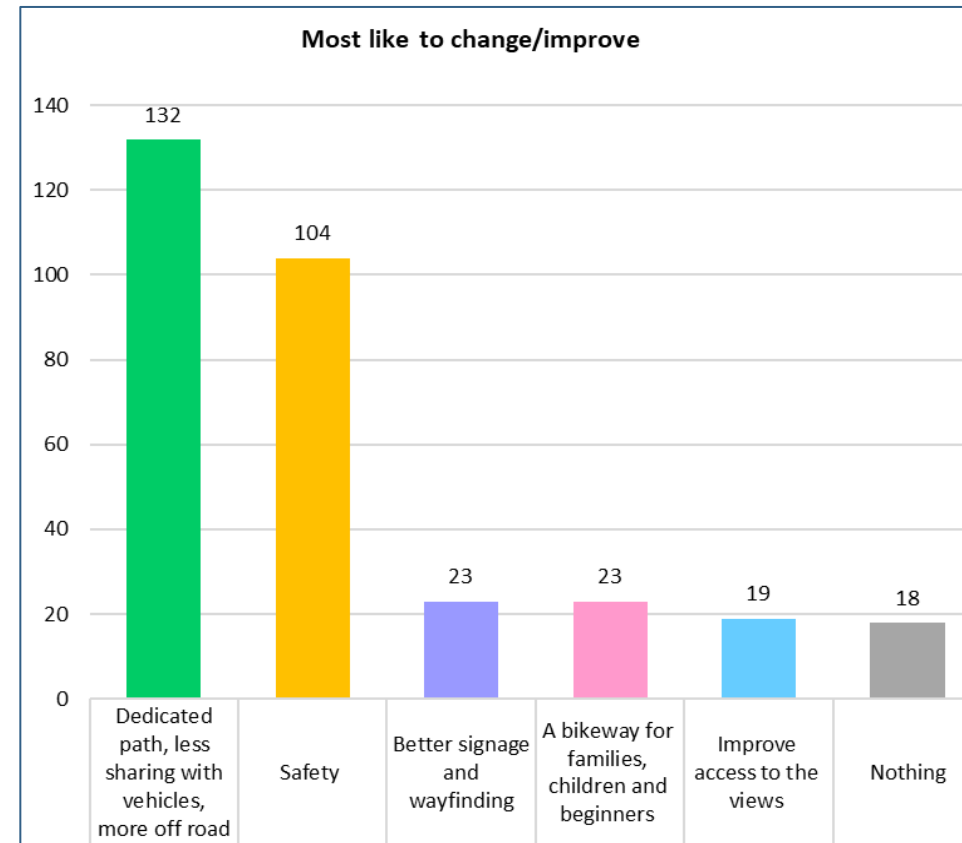
What people would most like to change or improve

Participants were asked to share, in their own words, what they would most like to change or improve about this section of the Encounter Bikeway. Common aspects of the bikeway that people would most like to change include:





- Dedicated path, less sharing with vehicles, more off road (132)
 - off Seagull Avenue (16) and off Kleinig's Hill (7)
- Safety was mentioned 104 times
 - Hindmarsh Road was mentioned 40 times and Seagull Avenue 53 times
- Better signage and wayfinding (23)
- A bikeway for families, children and beginners (23)
- Improve access to the views (19)
- Nothing (18)

108 participants did not provide a response.

The majority of participants currently like the views and scenery, the off-road sections and separation from cars and the safety associated with less traffic. However, the majority of participants would like to see more of the bikeway off-road, improved access to the available views and for the bikeway to be more for families, children and beginner/less experienced cyclists.



Total Responses: Overall what is your preferred option for the alignment of the Encounter Bikeway between Hindmarsh Road and the Council Boundary? (surveys, plus onsite sticky dots)

		Survey Preferences	Onsite Preferences	TOTAL
	Option 1 Follow coast-front roads and reserves	139	46	185
	Option 2 Follow the rail corridor	177	24	201
	Option 3 Retain existing alignment	138	7	145
	Combination Elements of 1, 2 or 3	39	2	41



Option 1

Follow coast-front roads and reserves

139
survey votes

Of the 139 respondents that preferred Option 1, the most common reasons include:

- improves safety by increasing off-road sections. Specific reference was made to locating the bikeway away from Kleinig's Hill/Hindmarsh Road, Seagull Avenue, and Oliver's Parade
- improves access to views and amenity
- represents better value and makes better use of Council open space
- opposition to retaining existing alignment.

Commentary suggests that people had considered Option 2 – Follow rail corridor for the preferred alignment but selected Option 1 because:

- Less environmental impact and avoids the lagoon (14)
- Avoids creating a zig zag ramp (8)
- Avoids crossing the rail tracks (4)
- Also like Option 2 – Follow rail corridor (3)

Visual impression of Option 1 – Follow coast-front roads and road reserves

Survey feedback indicated that Option 1 has the potential to provide benefits such as increasing the amount of off-road sections, improving access to coastal views and increasing the sense of safety for users.





Option 2
Follow the
rail corridor

177
survey votes

Of the 177 respondents that preferred Option 2, the most common reasons include:

- improves the safety of the bikeway by avoiding roads - specific reference was made to avoiding Seagull Avenue and Olivers Parade.
- provides improved views and scenery, is more immersed in the landscape and provides better access to the environment
- provides a better experience
- offers more shelter for users and offers a more consistent gradient where it is within the corridor
- specific reference was made to this alignment being most preferred between Investigator Carpark and Chiton Surf Life Saving Club
- more suitable for families and children
- benefits to local business/Chiton Rocks Surf Club.

Visual impression of Option 2 – Follow the rail corridor

Survey feedback indicated that Option 2 could provide a better experience for families by separating the bikeway from roads, providing an immersive and visual experience and sheltering users.





Option 3
Retain
existing
alignment

138

Of the 138 respondents that preferred Option 3, the most common reasons include:

- improves the safety of Seagull Avenue
- improves the appearance of Seagull Avenue
- preserves the coastal environment
- removes the stobie poles from Seagull Avenue
- maintains the views
- the bikeway does not need to be changed; leave it as it is
- avoids the problematic rail corridor and crossings
- Seagull Avenue needs a footpath.

63 respondents preferred the larger scale solution outlined as Option 3.2 which proposes the realignment of Seagull Avenue to provide space for an off-road shared path and the undergrounding of all powerlines. Forty-four (44) of these responses reflected the 'How to Vote' card posted to an online petition to improve Seagull Avenue:

"We support a re-costed Option 3.2 because it incorporates urgently needed improved safety for road users (pedestrians, parents with prams and small children, Zimmer-framers and goffers wheel-chair users, and cyclists, all of whom currently use the road) and improved appearance, for Seagull Avenue".

Visual impression of Option 3.2 – Retain existing alignment

Survey feedback indicated that if Option 3 is retained, then improvements should be made to improve user experience.





Of the 39 respondents that preferred a combination of options, as outlined below:

- Six preferences for the rail corridor between Investigator carpark and Alexandrina Council
- Six preferred Option 1 between Hindmarsh Road and Hayward Court
- Six would prefer to improve Seagull Avenue
- Four preferred Option 2 between Hayward Court and Chiton Surf Life Saving Club
- Three preferred to fix Kleinig's Hill
- Three would prefer the Council reserve between Investigator carpark and Chiton Surf Life Saving Club
- One wanted to retain the existing alignment



On Site Information Sessions

On site consultation 1: Hayward Court, Saturday 23 October

The project team was on site at Hayward Court from 6:45am through to 1:30pm on Saturday 23 October. Information was available for residents in the form of fact sheets, corflute information boards, and the consultation document. Participants were able to complete a hard copy survey or place green sticky dots on a corflute board depicting one of each of the three options, or opt to complete an online survey.

Over 60 people participated in the consultation. The green dot survey resulted in:

- 31 votes for Option 1 – Follow coast-front roads and reserves
- 14 votes for Option 2 – Follow the rail corridor
- 3 votes for Option 3 – Retain existing alignment

Key topics can be summarised as:

- Keeping the bikeway off Hindmarsh Road. Many people of different ages and interests spoke about the risk and lack of amenity and clarity the Hindmarsh Road section poses to bikeway users. Even if improvements were achieved, the gradient is such that cyclists gather too much speed going down and struggle too much going up.
- Many bikeway users were surprised to find that an informal path existed along the rail corridor and could see both the interest in

cycling the corridor and the potential impacts it would have on the vegetation and rail crossing.

- Option 1 was most commonly preferred as it provided a direct line for cyclists along the coast, maintained access to coastal views, made use of Council reserves and Crown Land, was easier and more logical to follow and maintained a consistent elevation - avoiding hill climbs or steep descents.
- Four residents/tenants adjacent Lot 51 facing Hindmarsh Road raised concerns regarding safety, security of private property and privacy. Additional comments were made regarding:
 - Stability of Lot 51 and the potential for sinking
 - Historical flooding events
 - Underground pipes and SA Water easements
 - Crown ownership of Lot 51 making Option 1 less certain as a deliverable outcome
 - Two residents facing Hindmarsh Road supported Option 1 on the understanding the boardwalk proposed as part of Option 1 will link into the existing private staircase and not affect the private retaining wall/s.
- One resident raised safety concerns on Seagull Avenue and the importance of reviewing traffic data previously collected so that it reflects only the holiday period, and therefore better highlights the potential conflict of shared use on Seagull Avenue.

On site consultation 2: Olivers Parade, Saturday 6 November 2021

The project team was on site at Rosetta Avenue and Olivers Parade from 6:45am through to 1:30pm on Saturday 6 November. Information was available for residents in the form of fact sheets, corflute information boards, and the consultation document. Participants were able to complete a hard copy survey or place green sticky dots on a corflute board depicting one of each of the three options, or opt to complete an online survey.

Over 40 people participated in the consultation.

The green dot survey resulted in:

- 15 votes for Option 1 – Follow the coast-front roads and reserves
- 10 votes for Option 2 – Follow the rail corridor
- 4 votes for Option 3 – Retain existing alignment
- 2 votes for Option 3, using Albatross Avenue

Key topics from participants and residents can be summarised as:

- Safety concerns associated with on road car parking, traffic flow, intersections and both cyclists and pedestrians using the road network
- The potential for a Bikeway in the rail corridor to have a visual impact is buffer requirements are cleared
- Removal of stobie poles should not be considered as part of the project. Residents from other streets along the network have previously paid for undergrounding of powerlines. It should not form a part of this project.





Written Submissions

Submissions were received from consultants on behalf of residents on Seagull Avenue and residents on Hindmarsh Road. Submissions were also received from Victor Harbor Coastcare (summarised in the stakeholder section) and from the Friends of Chiton.

Future Urban

Future Urban was engaged to make a submission on behalf of six properties on Seagull Avenue in Alexandrina Council. In summary it highlighted:

- Each option has advantages and disadvantages
- Significant challenges/risks are associated with Option 1 – Follow coast-front roads and reserves and Option 2 – Follow the rail corridor:
 - Uncertainty of having to negotiate with DEW for access to/dedication of Crown Land
 - Implications of the Native Vegetation Act and the impact of disturbing the dunes by the Hindmarsh lagoon
 - Council will need to complete land tenure negotiations and address a range of issues in more detail before proceeding eg. environmental impact
- Therefore, Option 3 – Retain existing alignment would be the most reasonable approach
- Seagull Avenue should have a shared path as shown in the background report
- More detailed engineering is required to ensure the treatment meets Australian standards
- Agreement is needed with Alexandrina Council given Seagull Avenue transcends both councils
- The residents support Option 3 – retain existing alignment on the following conditions:
 - Detailed engineering study is undertaken
 - If road widening results in acquisition of private land to complete the treatments, private property owners should be compensated
 - Alexandrina Council is to be consulted, support the option and program the works.



Masterplan and Sprout Engineers

Masterplan and Sprout were engaged to make a submission on behalf of six properties on Hindmarsh Road. The submission related principally to the segment of the proposed Bikeway realignment between decision points A and B encompassing Lot 51.

The submission outlines key challenges for Option 1 – Follow coast-front roads and reserves, including:

- The SA Water easement
- There is no access to Lot 51 because it is heavily vegetated
- Potential for erosion due to construction and greater ongoing costs
- Inadequate space (width) in the vicinity of 74 Hindmarsh Road
- The potential for vegetation removal to compromise the slopes
- Option 1 will require extensive elevated construction
- The safety of SteamRanger may be prejudiced
- Elevated pathways will need treatments such as throw screens impacting amenity and price
- Any path on Lot 51 will seriously prejudice the privacy of adjacent dwellings
- If there is pathway lighting it would cause light pollution

The report also provides an alternate option for the alignment between decision points A and B that forms a variation on Option 2 – Follow the rail corridor.



Friends of Chiton

Friends of Chiton provided Council staff with the outcome of its public meeting on Sunday 17 October 2021, which was attended by approximately 45 residents (the majority were from Alexandrina Council).

The majority of the Friends of Chiton members strongly supported Option 2, which would remove the Bikeway from Seagull Avenue and relocate it to the rail corridor. The group noted this option's advantage to safety and decongestion of mixed traffic of bicycles, cars and pedestrians, and advised that the existing (informal) rail corridor path is currently used as an off-road path.

Seagull Avenue Change.org Petition

A petition for the improvement of Seagull Avenue has been online for approximately 12 months, pre-dating this consultation. It currently has 1,082 signatories. Council was made aware of the petition via a representative of the Seagull Avenue Support Group. The petition recommends safety improvements along Seagull Avenue, including improved signage, installation of a footpath and undergrounding of powerlines.

The petition does not meet the legislative requirements under Regulation 10 of the Local Government (Procedures at Meetings) Regulations 2013, and was not therefore formally presented to Council as an agenda item. However, the petition is acknowledged as a part of this broader community engagement exercise.

It should be noted that the Encounter Bikeway realignment options consultation was promoted through the change.org platform and included the creation of a 'How to Vote' card preferencing Option 3.2 which proposes the realignment of Seagull Avenue, construction of a new path and undergrounding of powerlines. Approximately, 44 responses to Council's Your Say survey used the 'How to Vote' card posted to the Seagull Avenue Safety and Appearance petition on change.org.



Stakeholder Consultation


Over the course of the consultation period, meetings and interviews were undertaken with project stakeholders. These were identified as agencies or representative bodies with members that would be directly impacted by, or benefit from, future Encounter Bikeway alignments.

RAA

A meeting was held with representatives from the RAA advocacy and road safety team. The overarching recommendation from the RAA in relation to the Encounter Bikeway is to establish a continuous off-road path between Victor Harbor and Goolwa to improve safety and enjoyment and provide consistency of experience.

The RAA put forward that the option that best progresses this recommendation is a combination of Option 1 – Follow coast-front roads and reserve and Option 2 – Follow the rail corridor. This is summarised below:

- **Option 1 – Follow coast-front roads and reserves from point A to point B.** The Hindmarsh Road section of the bikeway is the only section that travels along a main road, which increases safety risks and introduces an intimidating and unpleasant experience for cyclists. The Hindmarsh Road section of the bikeway is the RAA's highest priority area for improvement within the City of Victor Harbor's jurisdiction.
- **Option 1 – Follow coast-front roads and reserves from point B to point C** utilising a sealed off-road path within the existing road reserve. Where ramping is proposed for Option 2 – Follow the rail corridor, the RAA's preference is towards a relatively straight and continuous, gradual ramp rather than the zig-zag ramp pictured. By combining Option 1 and 2, only one ramp would be required at Hayward Street (point C), with less need for a second ramp at Hayward Court (point B). In essence, the bikeway would transition from Option 1 to Option 2 between point B and point C.

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- **Option 2 – Follow the rail corridor from point C to point D**, utilising a sealed off-road path along the rail corridor. RAA understands that sealing the path may introduce some environmental challenges and suggests that a raised boardwalk be considered if it is not possible to provide a fully sealed path of adequate width. Option 1 – Follow coast-front roads and reserves is considered a viable short-term improvement and is more direct (and closer to the coast) than Option 3 – Retain existing alignment. However Option 2 – Follow the rail corridor provides a superior, completely off-road alignment which fully eliminates interactions between cyclists using the Encounter Bikeway and motor vehicles.
 - **Point D to Chiton SLSC.** Along the rail corridor or along the existing road reserve are both viable and supported options. For the rail corridor option, it is important that the path safely continues through, or bypasses, the Investigator Car Park. For the road reserve option, it is important that interactions crossing the road at the Investigator Car Park entrance are managed safely.
 - The RAA does not support maintaining on-road alignments in the long term due to the potential for conflict between road users, and because it provides a less enjoyable experience for tourists and other recreational users. However, should on-road sections be maintained for the short-mid term, the RAA recommends that traffic calming, improvements to wayfinding and sharrows should be implemented to ensure the safety of users encouraged to use this route.
 - It is critical that Council is clear on its vision for the bikeway, particularly about what the user experience should be and who the intended users are. The final alignment should reflect the vision. The RAA notes that the 2016 City of Victor Harbor Bicycle Strategy aims **to ‘establish the Encounter Bikeway as the best coastal bike route in Australia’** and the RAA welcomes recent improvements to progress this.

A visual summary of feedback is provided on the next page.

PREFERRED ALIGNMENT FOR THE RAA



Victor Harbor Coastcare

Staff attended the October meeting of Victor Harbor Coastcare to discuss alignment options from a coastal conservation perspective. Coastcare strongly recommends the selection of Option 1. A submission was provided as a part of this engagement. The following outlines key points:

- **Option 1** (utilising road reserves as much as possible) is strongly recommended between decision point A and B. The construction of the raised boardwalk is a good solution. It avoids the busy Hindmarsh Road, the pristine environment of the Hindmarsh lagoon, the dunes trail along to the Hayward Court steps and the need to cross the rail line.

This option will provide a brilliant view across to Granite Island. It is also worth noting that the view of Victor Harbor from Hayward Court is actually better than the view from the Kleinig's Hill lookout, because there are no intervening houses spoiling the view. Council might like to consider incorporating a lookout platform at this point.

- Council must continue to pursue the process for acquiring Crown Land Lot 51.
- Option 1 is strongly recommended between decision points B and D. There aren't any major hurdles in upgrading the road as required. There are several opportunities to use existing reserves. It avoids the narrow dune strip along the railway line with its hazards identified in Option 2 – Follow the rail corridor. There is comparatively level terrain throughout and no environmental damage.

- Option 1 (follow coast-front roads and reserves) & Option 2 (follow the rail corridor) from the Investigator carpark (decision point D) to Chiton Rocks Surf Life Saving Club is an excellent solution is to use the cliff top strip behind the houses that are on Seagull Avenue. There would be a certain amount of environmental damage and the undulations would pose some challenges, but it would provide great scenic views.

However, if that is not possible, the route through the dunes is commendable because it takes the path off Seagull Avenue, which is considered to be unsuitable for a high-use recreational path. A rebuild of this road is a massive project with little benefit.

- **Option 2** following the rail corridor is totally rejected. Volunteers from Victor Harbor Coastcare have done considerable work along this trail since it was established circa 2000. Environmental damage would be significant.

Selection of a route that has two railway crossings is foolhardy, and just asking for a railway accident which could even have a fatality.
- **Option 3** retaining the existing alignment is considered to be pointless and rejected. It is a waste of money. Even if option 3 was selected, the use of Seagull Avenue should be ruled out and the route should follow the options from the Investigator car park to Chiton Rocks, as described for Option 1.

SteamRanger Heritage Railway

SteamRanger has been engaged on more than one occasion over the course of this project. This has included phone conversations, correspondence and onsite meeting. SteamRange provided a submission as a part of this consultation and key points are summarised below:

Option 1 (follow coast-front roads and reserves) is SteamRanger's preferred option as it minimises risk from interfaces between an operating railway, pedestrians and cyclists.

- Fencing would be required if the bikeway was in the rail corridor.
- SteamRanger is seeking a five metre clearance envelope rather than 3m. Three metres could only be assumed for tight clearances and only on the agreement of SteamRanger.
- Ramping down from Lot 51 to Hindmarsh Road will need to be designed to manage risks and done in consultation with SteamRanger:
 - Risks of derailment – materials for ramp not timber
 - Risks of falls onto rail
 - Review of clearance at curve
 - Risk of objects being thrown at train
 - Risk of exhaust and smoke
 - The need to maintain access for rail track maintenance

- Further investigation will be required to determine if treatment will be required to prevent erosion at the top of the cutting (Lot 51).

An onsite discussion was held with Council's Asset Management team members regarding the options for realigning the Encounter Bikeway. Key points include:

- The rail corridor between Chiton Rocks Surf Life Saving Club and Investigator Car Park would have sufficient width to accommodate the Bikeway. This could potentially go on to Hayward Street where vehicle access tracks exist – but no further.
- A sealed and wide path within suitable sections of the rail corridor could be designed to assist maintenance vehicles/heavy vehicles accessing the track
- A railing along the bikeway could help direct pedestrians to designated crossing points, improving certainty and safety

SteamRanger would like to continue to engage with Council as the project progresses. If Council chooses to progress any of the proposed options which use the rail corridor for a new bikeway, this will require application to the Department for Environment and Water as the landowner in conjunction with SteamRanger as the Rail Infrastructure Manager.



Coast and Marine Branch, Department for Environment and Water

The Coast and Marine Branch has been engaged on more than one occasion over the course of the project. This has included meetings, phone calls, correspondence and a site meeting. A submission has been provided relating to the Encounter Bikeway Realignment with the key points outlined below:

Option 1 - Follow coast-front roads and reserves is the preferred alignment for the following reasons:

- Option 1 stays high on top of the railway corridor cutting, utilising a combination of the coast-front road network and coast front reserves between Investigator Carpark and Hindmarsh Road. This is the most sustainable alignment which ensures long-term access for the bikeway, minimising the potential for sand drift and coastal flooding hazard risk and minimising implications for ongoing infrastructure maintenance.
- Option 1 minimises the impacts on this important coastal corridor and the need for coastal remnant vegetation clearance which would be required to deliver the Option 2 alignment. Research highlights the significant biodiversity value of the remnant vegetation of the Hindmarsh Estuary Lagoon.
- While Option 1 – Follow coast-front roads and reserves does introduce new sections across road reserves close to existing private property boundaries, it provides for a clear demarcation of public from private land on the landward side of the coastal Crown land, minimising encroachment of private uses including inappropriate landscaping and garden escapees into the public reserve.
- It is noted that Option 3 is largely the existing situation with no coastal issues to raise from a Coast and Marine Branch perspective.



Department for Infrastructure and Transport


The Department for Infrastructure and Transport was primarily engaged to understand the extent to which the State road (Hindmarsh Road) could be altered to provide greater safety as a component of the future bikeway. Feedback included:

- Widening the southern footpath on Hindmarsh Road will not eliminate the issues/conflicts of driveway crossovers and sight distance will remain an issue meaning conflict between cyclists and vehicles will remain.
- The proposal to realign Hindmarsh Road was seen as costly with no apparent safety, amenity or experiential benefits. It will impact bus stops on both sides of the road.
- Further consultation will be needed with the relevant transport services (such as Link SA) on the potential impacts of removing bus stops at these locations.
- The Department provided updated vehicles per day (vpd) estimates for 2021. Traffic on Hindmarsh Road has increased to 18,400vpd (September 2021).
- Any attempt to improve this section of the Bikeway is likely to include removing all on street carparking. This should only be considered following a traffic management study and community consultation.
- In progressing with an alignment, Council should have a vision to guide the most relevant option. Principles should be created to support the vision.

Power Line Environment Committee (PLEC), SA Power Networks

Contact was made with the PLEC coordinator (SA Power Networks) to discuss the PLEC funding eligibility of undergrounding powerlines on Seagull Avenue. The proposal was reviewed in the context the Encounter Bikeway Realignment project. Preliminary advice indicated that Seagull Avenue could be eligible to apply for funding subsidy under the PLEC Scheme if it formed part of the future bikeway alignment because it may meet the Key eligibility criteria:

- Routes carrying high volumes of traffic (major arterial roads)
- Technical Assessment - Hindmarsh Road and Seagull Avenue
- Prominent heritage and tourism locations

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- Routes of high symbolic value
 - Areas of intense public activity
 - Major thoroughfares through townships

Seagull Avenue would not be eligible for funding under the PLEC Scheme if the future bikeway followed a different alignment as it would not meet the criteria.


Council considered the topic of undergrounding powerlines at its meeting 24 May 2021. It resolved to only consider the undergrounding of powerlines where proposed works meet the PLEC scheme criteria.

Undergrounding of powerlines for Seagull Avenue was estimated by PLEC at \$4.5M. This estimate is for the entire length of Seagull Avenue. It is for the undergrounding of power lines and does not include any civil works associated with this.

Bike Adelaide

A meeting was held with Bike Adelaide (formerly the Bicycle Institute of South Australia) to discuss the alignment option from a cyclist's perspective. Key points from the discussion include:

- Rail corridor alignment could facilitate controlled access to the train line, it could formalise crossing points and provide safety management.
- Rail corridor alignment would attract a certain group of cyclists looking for off-road cycling.
- While guides will advise that 50km zones with identified levels of traffic are 'OK' it is worth exploring treatments that create a 30km traffic environment.
- A slower speed environment could contribute to a neighbourhood vision for Victor Harbor where streets are family friendly and in balance with economic and environmental interests.
- Neither of the Option 3 alignments do little for rider safety or amenity. Neither should be considered.

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- If Option 3 or Seagull Avenue is included as part of the final alignment considerations, it is possible to calm traffic without infrastructure. An example includes an edge lane road; that is a road that prioritises space for cyclists and requires car to give way as they pass in different directions.
 - There should be greater visual emphasis that people are entering the Bikeway. Slow treatments such as narrow points and protuberances would assist, improved landscaping, trees and greenery
 - The powerlines do not need to be taken down. Any removal of powerlines should be discussed separately to the bikeway - it is a separate issue.
 - The Hindmarsh Road gradient is too steep. There is limited scope for safety despite the wider path.
 - There should be a principal vision for the Bikeway; a recreation/family friendly Bikeway.
 - The desired alignment would be Option 1 – Follow coast front roads and reserves. Option 3, if it was considered, should consider an alternative treatment to what has been presented.

Additional stakeholder consultation

Additional consultation with other stakeholders was conducted prior to this round of engagement and was summarised in the Background Paper that was available during consultation as a reference). Other stakeholders referenced in the Background Paper are:

- Crown Land
- Native Vegetation Council
- Coast and Marine Branch, Department for Environment and Water
- Alexandrina Council

The Ngarrindjeri Aboriginal Corporation was also approached for feedback and will be further engaged as this project progresses.



Engagement Summary and Key Themes

This phase of the community engagement relating to realignment options for the Encounter Bikeway between Hindmarsh Road and the Council boundary to the east provided a broad range of feedback from key stakeholders and the wider community. It highlighted that the Encounter Bikeway is highly valued by many, and that there are varying views on how it can be improved and enhanced.

It is evident that further consultation is required to help guide decision making in relation to which of the potential options warrant further investigation, due diligence and detailed design. However, it is also evident from this engagement that Option 2 (rail corridor) and Option 1 (reserves and minor road network) were clearly the preferred routes with seamless connectivity at either end to be further explored.

Key themes identified through this consultation were:

- **On-road vs off-road** – there was a clear preference for the Encounter Bikeway to transition to off-road wherever possible. The off-road preferences totaled 386, while on-road preferences totaled 145 (plus 41 preferences for a combination). The off-road preferences were split between Option 1, following the reserves and minor coast-front roads and Option 2, following the rail corridor. Safety was the most often cited rationale for the off-road preference.
- **Social, environmental, economic and cultural factors need to be balanced** – there are significant social, environmental, economic and cultural factors to consider when deciding about the future alignment of the Encounter Bikeway. The Bikeway attracts visitors specifically to travel along its path; it provides access and amenity for many, and it also transverses some sensitive cultural, social and environmental sites. These must be balanced in order to maintain the Bikeway's integrity, its enjoyability and its sustainability.
- **Continued discussions and negotiations with partners are required** – notably Alexandrina Council has commenced consultation and data gathering in relation to its section of the Encounter Bikeway. Close collaboration with Alexandrina will benefit all users as we strive to achieve a seamless experience across the two council areas. Ongoing consultation with Alexandrina, with State agencies and community groups, and indeed with the community in general, will ensure we maximize the Encounter Bikeway's potential.

The Encounter Bikeway is a preeminent coastal cycling and walking track, providing a scenic and immersive experience for those that travel along it, and sometimes, simply a convenient commuting route. Its value as a keystone community asset is undeniable and now is the opportunity to ensure we maximise its potential and in doing so, secure its longevity.

