

The South Road Upgrade / ANZAC Highway Underpass will be constructed over several stages. These stages are necessary to ensure traffic on South Road and ANZAC Highway continues to operate during the construction period.

This fact sheet outlines specific requirements for cyclists and pedestrians at this location during the various construction stages. In preparing the designs for the stages, the project team has consulted cyclist groups and road safety auditors.

The provision for cyclists in the long term plan for South Road is yet to be finalised; however the State Government remains committed to encouraging and facilitating safe cycle travel in Adelaide.

## **CYCLISTS**

### **During Construction**

**Throughout the various stages of construction the maximum speed limit within the project site will be reduced to 40km/h to increase safety for motorists, cyclists, pedestrians and workers.**

#### **Stage 1 : (July 2007 – Mid 2008)**

- Bicycle movements on South Road remain unchanged.
- ANZAC Highway will deviate slightly to the north from late 2007 until mid 2008.
- Dedicated cycle lanes will be provided for cyclists heading east and west on ANZAC Highway through the intersection, across South Road.
- These arrangements provide cyclists with a significant improvement to the current arrangements on ANZAC Highway.

#### **Stage 2: (Mid 2008 – Mid 2009)**

- A dedicated cycle lane will be provided for cyclists heading west on ANZAC Highway through the intersection across South Road - an improvement on the current arrangements.
- When heading east on ANZAC Highway, cyclists will be required to use the outer most left lane (of the three lanes provided) when approaching the intersection across South Road.
- This reflects the current arrangements on ANZAC Highway - a separate lane for city bound cyclists cannot be provided due to insufficient overall road width. The available width is limited by the construction of the bridge deck on Anzac Highway which is to be constructed in two halves and then joined.
- South Road remains unchanged.
- During all construction stages line marking and signage will be provided advising cyclists of the changed traffic conditions.

#### **On Completion of Construction: (End of 2009)**

- The existing cycle lanes on ANZAC Highway will be retained and extended to continue through the intersection.
- Dedicated cycle lanes will be provided along both sides of the at-grade sections of South Road from the start of the underpass until the end (approximately from Forest Street Glandore to Alexander Avenue Ashford).
- Cycles lanes will be provided in the underpass.
- Cyclist push buttons will be provided at the intersection stop lines on the South Road exit ramp. They are not required on ANZAC Highway as the signals will automatically activate ANZAC Highway green cycle every cycle.
- Line marking and signage will be provided to advise cyclists of these final access arrangements.

Sept 2007



## PEDESTRIANS

### During Construction

- During stage 1 pedestrians will be able to cross ANZAC Highway on the eastern side of the intersection, and South Road on the northern side of the intersection, using signalised crossing points. A new pedestrian crossover point (unsignalised) is being created across ANZAC Highway to the west of the intersection to enable access to bus stop 5A.
- Pedestrians will not be able to access the footpath on the western side of South Road, south of ANZAC Highway, due to underpass construction activities and the installation of traffic safety barriers.

Upon completion of Brown Hill Creek works and the northbound entry ramp, a new footpath will be constructed on the western side of South Road, north of ANZAC Highway.

The needs of people with disabilities will be accommodated during each stage of construction.

Where works are in progress every effort will be made to provide temporary pedestrian access in close proximity to the existing arrangements.

### On Completion of Construction

- Facilities for pedestrians to cross South Road and ANZAC Highway will be incorporated in the upgraded at-grade intersection layout. These will include marked crosswalks, audio-tactile push buttons, "walk" and "don't walk" signals, pram ramps and tactile ground surface indicators (disability complaint).
- Pedestrians will be unable to cross South Road between the intersection and the ends of the underpass due to the installation of barriers along the ramps.
- Pedestrian refuges (gaps in the median in the centre of the road) will assist pedestrians crossing South Road at either end of the underpass, with one located between Forest Street and the tramline and the second near Alexander Avenue. To ensure safety, it is not recommended that pedestrians cross in the immediate vicinity of the ends of the underpass where traffic streams will be merging or diverging at speed.
- New footpaths will be provided on both sides of South Road between Forest Street, Glandore and Tennyson Street, Kurrallta Park with appropriately designed and well aligned kerb ramps located at the crossing points of each of the local streets.
- All continuous accessible paths of travel will incorporate measures to assist way-finding, including: audio tactile push buttons and tactile ground surface indicators where required allowing maximum accessibility for everyone, including people with disabilities.