



1 November 2024

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## Kingston Bypass Duplication and Algona Road Roundabout upgrade Submission to Parliamentary Standing Committee on Public Works

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Cycling South has reviewed the plans for the Kingston bypass duplication and Algona Roundabout upgrade and have the following comments to make on the designs with regards to provision for active transport:

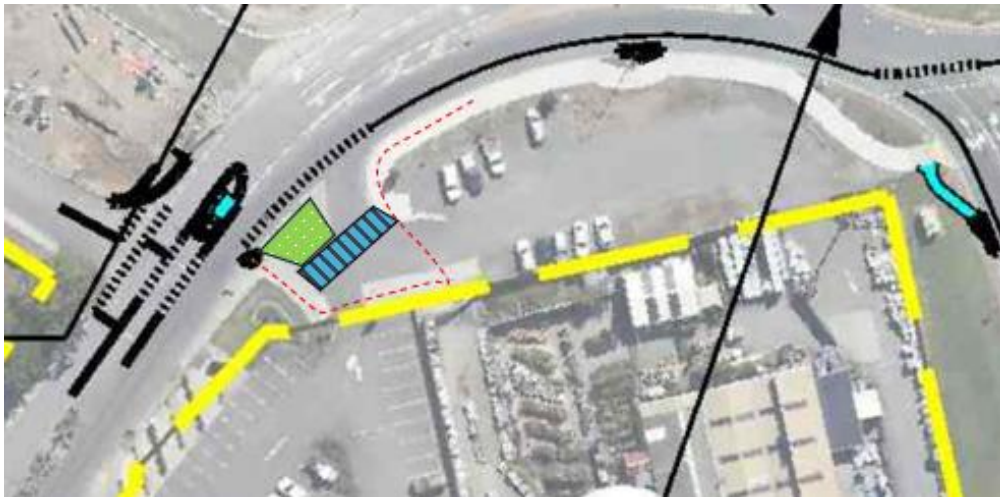
- **Pedestrian overpass across the Channel Hwy** – It is excellent to see this improvement from the original design which had no grade-separated crossing on the Channel Hwy. The pedestrian overpass needs to be 3.5m in width which leaves a shared path operating space of 3.0m with 25cm clearance on either side from railings (which can catch handlebars). The overpass should have DDA compliant grades of 1:14. Corners on the path should be rounded curves rather than sharp angles.
- **Shared path on north side of Kingston Bypass** – Ideally this path will have a direct and easy transition onto it at Maddocks Road. An exit ramp should be included to provide a direct transition from the sealed shoulder to the path. See purple arrow on diagram. Corners on the path should be curved with a generous radius and not sharply angled.



- **Huntingfield Avenue pathways and road crossing**

The section of Huntingfield Ave by the Park and Ride is extremely hostile to people trying to cross the road to travel to the Park and Ride by foot, bicycle or scooter, particularly during peak periods. It is good to see a pedestrian refuge included as it was omitted from the original Park and Ride plans, despite requests from multiple submissions. It needs to be wide and deep enough to accommodate the length of a bicycle and more than one person in the refuge at a time.

The pathways connecting to the Park and Ride are extremely poorly aligned and need to be remedied as part of this project. It's one of the worse examples of poor design I have ever seen for a pathway project intended to make it easier for people to access public transport. The paths are indirect and have convoluted alignments and multiple unnecessary driveway crossings (red dotted line on diagram). A direct wombat crossing that gives priority to path users should be constructed across the driveway entrance to Mitre 10. Ideally the exit from the carpark by the pedestrian refuge should be closed and cars are directed through the Mitre 10 carpark to the exit further south on Huntingfield Ave. This would make this messy intersection more straightforward and improve amenity and safety for people walking and riding.

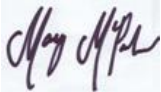


- **Sealed shoulders on bypass**

The bypass road should have minimum 1.5m wide sealed shoulders to accommodate road cyclists as well as provide a safety benefit to drivers.

Considering how poorly designed the active travel infrastructure has been delivered to date around the Park and Ride I would like to request that the designs for the refuge, connections to pathways and the overpass design are provided to Kingborough Bicycle Advisory Committee (KBAC) for review prior to finalising the detailed designs and appointing a contractor. Cycling South and Bicycle Network have representatives on KBAC.

This is a major road project that will leave a lasting legacy on people's transport choices to move between Kingston, Huntingfield and Blackmans Bay and it's important to do the active transport component properly now and not push it out of scope to be dealt with at some unknown time in the future.



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