

Required improvements for St Georges Rd path (June 2005)



Miller St crossing needs to have a smooth alignment on approach to crossing. Install concrete to remove sharpness of corner

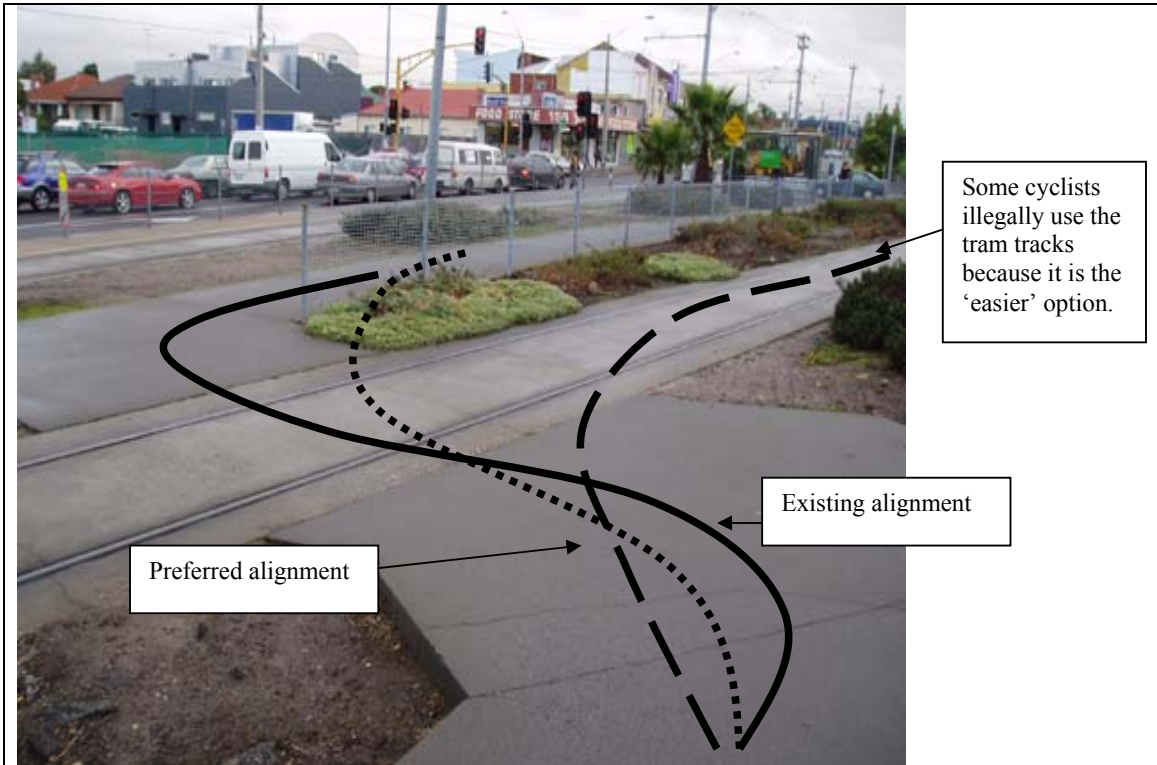


All signalised crossings between Miller & Bell St need to be adjusted to activate automatically with the green motor vehicle signals. If the button isn't pushed before the lights change path users have to wait an entire cycle for the lights to change (or will disobey the red signal)



Remove plantings between path and tree trunks along entire length of path

Additional plantings can be carried out on the outside of tree trunks. The existing path is constricted by forcing path users away from the edge towards the middle of the path. This makes it difficult for people to leave adequate clearance when passing each other in opposite directions. A dirt or grass shoulder will provide more space for all path users.



Alignment of tram line crossing south of Arthurton Rd is too sharp (many cyclists are avoiding it altogether and riding along the tram track). Removing the last section of fence and smoothing out the approach will make it easier to use. Stencilling on the approach to the tram tracks [LOOK RIGHT →] on north approach and [← LOOK LEFT] on south approach will help improve safety.
 The alignment of the tram line crossing just south of Miller St is a good example of a good crossing where the approaches are not too sharp and there is no fence to create an additional obstacle..



St Georges Rd roundabout tram stop
 Connection between pedestrian crossing on west side of road by St Georges Rd roundabout needs to be realigned. Cyclists have created a dirt track on the north side of the tram stop where they access the path (pictured). A lip has formed so some cyclists are riding up the tram tracks and accessing the path at Eunson St crossover. Providing a good connection will discourage people riding on the tram tracks.