

Council Member  
Councillor Hyde

2019/00464  
Public

Receiving Officer:  
Mark Goldstone, Chief Executive  
Officer

## MOTION ON NOTICE:

**Councillor Hyde will move a motion and seek a seconder for the matter shown below to facilitate consideration by the Council:**

'That Council:

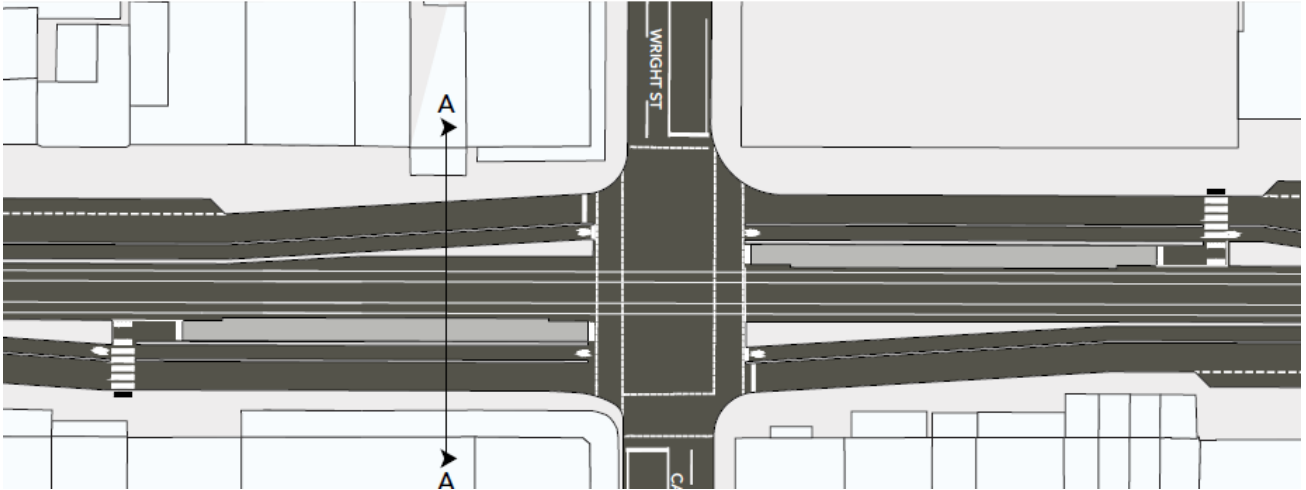
- Notes that car accessibility into and around the City of Adelaide is vital for resident, visitor and commuter convenience and business viability;
- Notes that Council Administration has provided the Department of Planning, Transport and Infrastructure with a number of possible designs of the King William Street South tram infrastructure upgrades since 2014.
- Does not support the number of proposed right turn removals along King William Street.
- Does not support the number of proposed angle park removals along King William Street.
- Requests that the CEO write to the Minister for Transport, Planning and Infrastructure to advise that Council does not support the current proposal for the upgrade, and requests that options to preserve as many right hand turns and angle parking spaces as possible are investigated, including:
  - The continuation of the shared corridor for trams and cars, and
  - The possibility of a 'split stop' platform arrangement.'

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## ADMINISTRATION COMMENT:

1. The Department of Planning, Transport and Infrastructure (DPTI) initiated the City South Tram Line Replacement Project which includes a replacement of the City South tram stop. The design of the upgrade presented to Council on 22 January 2019 includes the following:
  - 1.1. Installation of a DDA-compliant tram stop just north of the Sturt-Halifax intersection.
  - 1.2. A dedicated tram-only corridor between South Terrace and Victoria Square.
  - 1.3. Removal of approximately 40% of car parks on King William Street (subject to detailed design).
  - 1.4. Removal of the right-hand turns into Angas Street, Halifax Street, Gilbert Street, Wright Street, Gilles Street and South Terrace.
  - 1.5. No impact to the current street trees or kerb line.
2. DPTI has previously advised that it is seeking a tram-only corridor on this section of King William Street as this is the only segment of the city tram line that allows a shared corridor for trams and cars. This advice is based on the number of incidents and near misses with cars turning right and sharing the lane.

3. A 'split stop' arrangement would result in a platform at either side of the Sturt-Halifax Street intersection and enable right-hand turns into Halifax Street. Our initial investigations suggest that this would be feasible, however would require DPTI to investigate impacts to existing outdoor dining arrangements, kerb lines, car parking and existing trees. A draft sketch to illustrate how a split stop arrangement might work is included below:



4. Following approval of this Motion on Notice by Council, the CEO will write to the Minister to advise that Council does not support the current proposal and seek the requests as outlined above.

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- END OF REPORT -