



THE COMMITTEE MINUTES

for the meeting

Tuesday 25 February 2020

in the Colonel Light Room,
Adelaide Town Hall



Present - The Right Honourable the Lord Mayor [Sandy Verschoor]

Councillor Hyde (Deputy Lord Mayor) (Chair)

Councillors Abrahamzadeh, Couros, Donovan, Hou, Khera, Knoll, Martin, Moran and Simms (Deputy Chair).

Acknowledgement of Country

At the opening of the Committee Meeting, the Chair stated:

'Council acknowledges that we are meeting on traditional Country of the Kurna people of the Adelaide Plains and pays respect to Elders past and present. We recognise and respect their cultural heritage, beliefs and relationship with the land. We acknowledge that they are of continuing importance to the Kurna people living today.

And we also extend that respect to other Aboriginal Language Groups and other First Nations who are present today.'

Councillor Knoll entered the Colonel Light Room at 5.30pm

Apologies and Leave of Absence

Nil

Confirmation of Minutes – 18/2/2020 [TC]

That the Minutes of the meeting of The Committee held on 18 February 2020, be taken as read and be confirmed as an accurate record of proceedings.

Discussion Forum Items

Strategic Alignment – Liveable

1. Item 4.1 - Workshop – City Access Strategy [2020/00255] [TC]

Discussion Facilitators:

Klinton Devenish, Director Operations, City of Adelaide
Shanti Ditter, Associate Director, Planning, Design & Development, City of Adelaide
Michael Davis, Aurecon

Precis of topic:

Utilising a PowerPoint presentation, The Committee was provided with an update on the progress and next stages of the City Access Strategy Project.

During the discussion:

- Councillor Moran left the Colonel Light Room at 5.48pm and re-entered at 5.51pm
- Councillor Simms left the Colonel Light Room at 5.59pm and re-entered at 6.00pm
- Councillor Hou left the Colonel Light Room at 6.45pm

The PowerPoint presentation utilised is attached for reference at the conclusion of the Minutes of this meeting.

2. Item 4.2 - Workshop – East-West Bikeway: Pirie – Waymouth Streets [2016/02813] [TC]

Discussion Facilitators:

Shanti Ditter, Associate Director, Planning, Design & Development, City of Adelaide
Anna McDonald, Senior Transport Planner, City of Adelaide

Precis of topic:

Utilising a PowerPoint presentation, The Committee was provided with preliminary feedback on the development of concept designs for the East-West Bikeway (Pirie-Waymouth street corridor) as per the Motion on Notice on 9 April 2019.

During the discussion:

- Councillor Hou re-entered the Colonel Light Room at 6.47pm
- Councillor Abrahamzadeh left the Colonel Light Room at 6.55pm and re-entered at 6.58pm
- Councillor Khera left the Colonel Light Room at 7.03pm and re-entered at 7.06pm
- Councillor Knoll left the Colonel Light Room at 7.25pm and re-entered at 7.27pm

Item 4.2, distributed separately to the Agenda and the PowerPoint presentation utilised are attached for reference at the conclusion of the Minutes of this meeting.

3. Item 4.3 - Workshop – 2020-2021 – Business Plan and Budget [2019/02431] [TC]

Discussion Facilitators:

Mark Goldstone, Chief Executive Officer, City of Adelaide
 Tracie Dawber, Associate Director, Finance & Procurement, City of Adelaide
 Alex Brown, Manager Financial Planning & Analysis, City of Adelaide

Precis of topic:

Utilising a PowerPoint presentation, The Committee was provided with an opportunity to discuss key considerations and principles for the 2020-21 Business Plan and Budget.

During the discussion:

- Councillor Moran left the Colonel Light Room at 7.55pm and re-entered at 7.56pm
- Councillor Donovan left the Colonel Light Room at 8.01pm and re-entered at 8.02pm

The PowerPoint presentation utilised is attached for reference at the conclusion of the Minutes of this meeting.

Closure

The meeting closed at 8.27pm.

Councillor Hyde (Deputy Lord Mayor)
The Committee Chair

Documents attached:

Minute 1 – Item 4.1 - Workshop – City Access Strategy, PowerPoint Presentation

Minute 2 – Item 4.2 - Workshop – East-West Bikeway: Pirie – Waymouth Streets, PowerPoint Presentation

Minute 3 – Item 4.3 - Workshop – 2020-2021 – Business Plan and Budget, PowerPoint Presentation

*Bringing ideas
to life*

CITY ACCESS STRATEGY

PROJECT UPDATE TO COUNCIL MEMBERS

25 February 2020



CITY ACCESS STRATEGY

The City Access Strategy will take an integrated approach to the planning for transport infrastructure and services to support future growth in population, jobs and visitors in the City and surrounding suburbs.

- The Department of Planning, Transport and Infrastructure and the City of Adelaide have partnered to prepare the City Access Strategy
- The project is funded by the Capital City Committee
- A project team (Aurecon and InfraPlan) has been appointed to develop the Strategy
- The City Access Strategy will cover the Adelaide CBD, North Adelaide, the City Ring Route and its key linkages to adjoining suburbs. These areas are collectively referred to throughout the Strategy as 'the City'
- Engagement with DPTI and the City of Adelaide, Council Members and key stakeholders has been undertaken to establish existing challenges with the current movement system, identify future opportunities and develop and refine a vision for the future transport system



THE STORY SO FAR...

PROJECT MILESTONE

STATUS

Briefing to Council Members (7 November 2019)	Complete	●
Development of the Strategy's vision and guiding values	Complete	●
Stakeholder Engagement Workshop (22 January 2020)	Complete	●
Data analysis and development of Discussion Paper for public issue	Complete	●
Development of five conceptual movement scenarios	Ongoing	●
Public exhibition of Discussion Paper and five conceptual scenarios	To Start	●
Assess scenarios to define preferred network scenario	To Start	●
Develop objectives, strategies and actions to support preferred network scenario	To Start	●
Develop Draft City Access Strategy	To Start	●
Public consultation of City Access Strategy	To Start	●
Finalised City Access Strategy	To Start	●

THE VISION

LIVING

Transform the liveability, amenity, sustainability and safety of the City and surrounding suburbs.

GROWING

Stimulate resident, visitor, business and investment growth.

CONNECTING

Connect people and business to and between walkable neighbourhoods and precincts using an integrated, flexible and intuitive movement system



THE GUIDING VALUES

GUIDING VALUE	A MOVEMENT SYSTEM THAT:
People First	Is human centric, safe, inclusive and intuitive. It is equitable, promotes health and wellbeing and actively fosters community led change.
Sustainable	Will reduce emissions and improve the City's environment, helping to mitigate against and adapt to climate change, enabling the City to be resilient and flourish.
Culture + Character	Will reflect the unique qualities, culture and character of our City's precincts and Park Lands and support our cultural hubs and events.
Precinct Connectivity	Promotes liveability and stimulates economic growth through purposeful connectivity between our City's precincts, surrounding neighbourhoods and wider metropolitan area.
Innovation	Embraces and adopts disruptive future technology and innovations to enhance asset utilisation, improve network performance and offer world class customer experience.
Governance	Through clear leadership and empowered communities, will disrupt the status quo, challenge current norms to pilot new ideas.
Evidence-Based	Will be based on evidence of current behaviour, challenges and opportunities and be influenced by leading practice from around the world.

NETWORK SCENARIOS

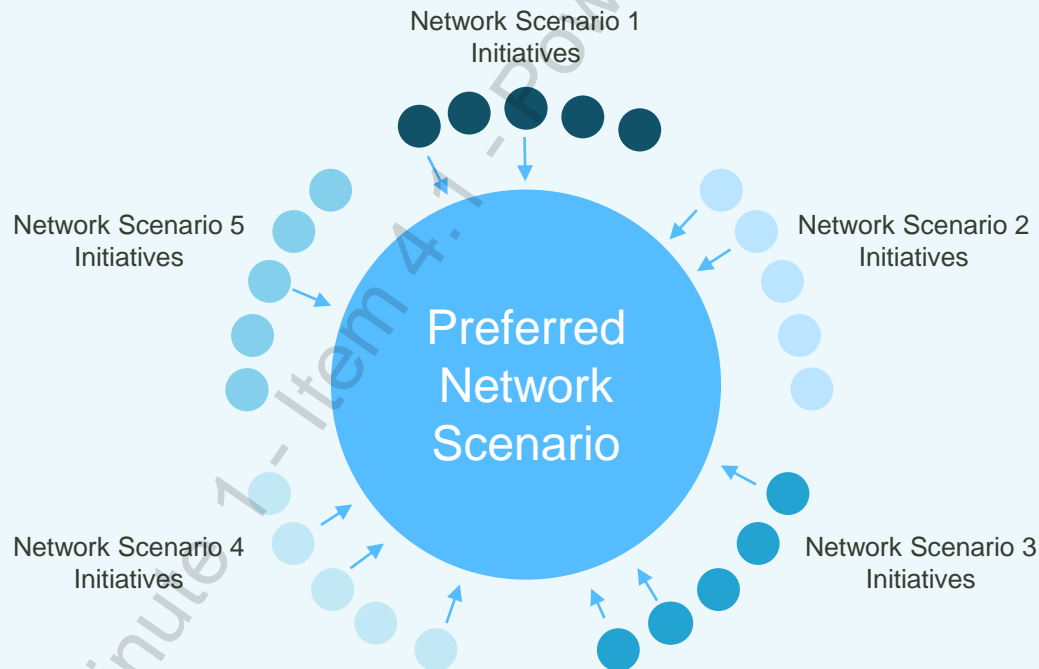
- Represent possible ‘thought provoking’ futures for the City that are different from Business as Usual
- Incorporate initiatives explored through case studies
- Intend to explore how the Strategy’s vision may be achieved through tangible initiatives not referenced to any particular street or location
- Each includes a suite of initiatives to be further explored through public consultation
- Seek community views about what they like or don’t like about the scenarios

SCENARIO ASSUMPTIONS

- Greater Adelaide population growth of 545,000 people by 2045 (30-Year Plan), weighted significantly to inner and middle ring suburbs
- City population growth to at least double to 50,000 people (c.14,000 new households)
- City jobs growth of at least 53,000 additional workers (46% increase)
- 200,000 additional daily visitors to the City (63% increase)
- 45% increase in daily trips to the City
- Move towards zero emissions transport

SCENARIO APPROACH

- Generally have each scenario build on each other, with two outlier scenarios
- Allow for consideration of elements from each scenario and how they apply differently to each City locality.
- The goal is to produce a single network scenario that may incorporate various initiatives from the five exhibited scenarios, not choose the preferred scenario



NETWORK SCENARIOS

1. Motor City – Focused on travel by private vehicles

..... *Business As Usual*

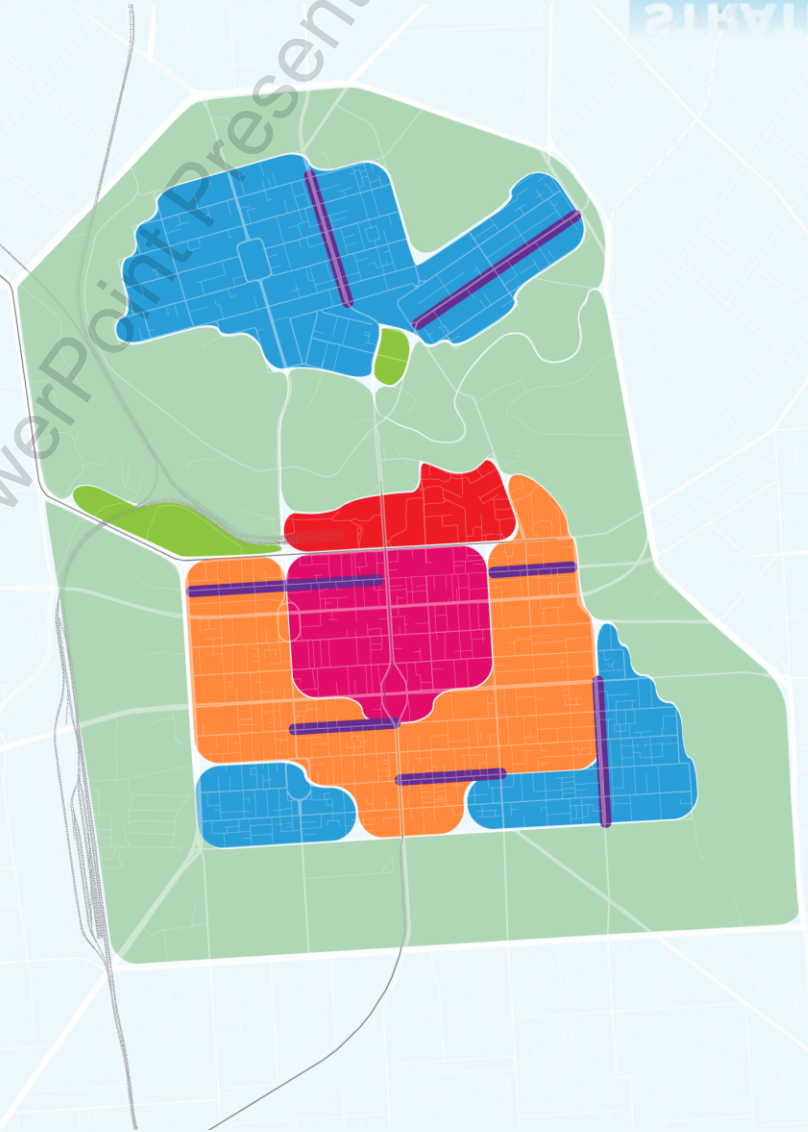
2. Destination City – Prioritises destination movement + elimination of through traffic
3. Sustainable City – Significant mode shift to public transport, cycling + walking; car has lower priority
4. Reclaimed City - Transformation of the city to heavily prioritise walking, cycling + public transport; car as guest
5. Vehicle-Free City – Ban private vehicles from entering the city

SCENARIO DEVELOPMENT

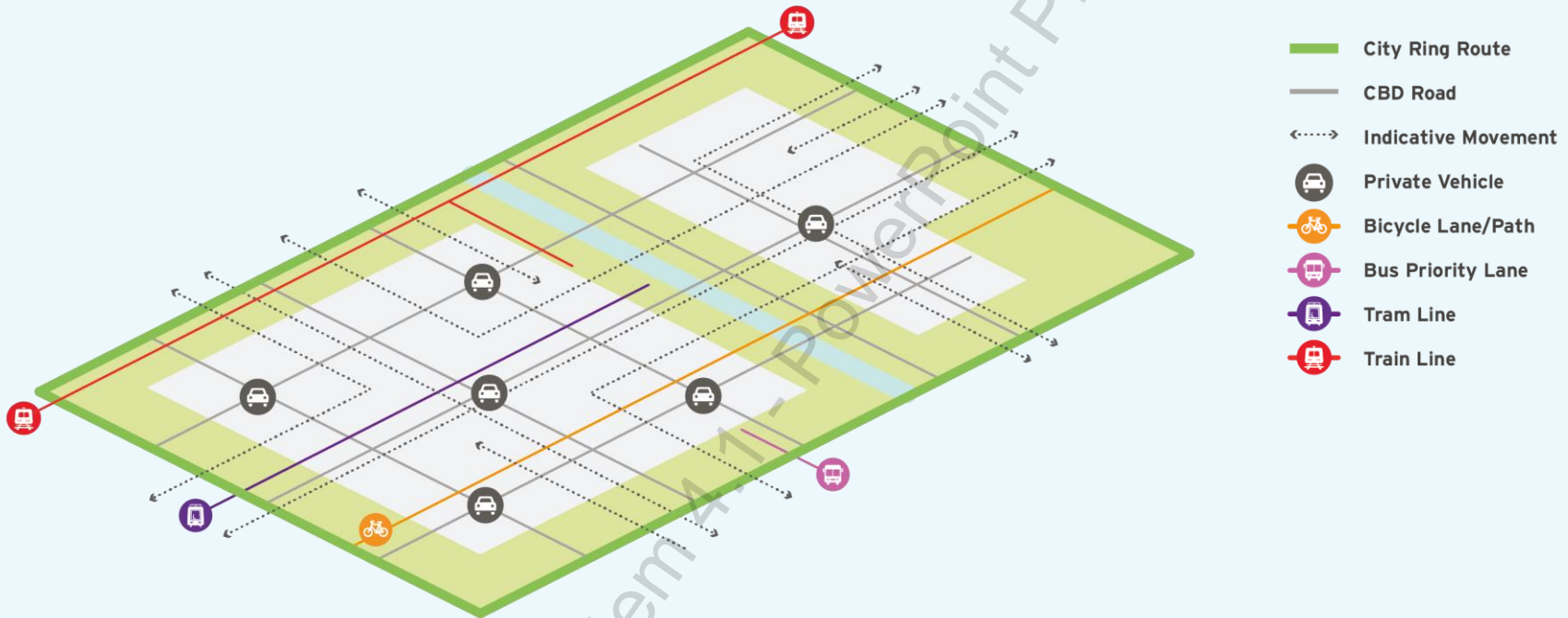
- Consider a range of levers as they apply to different aspects of the movement system
 - City Streets / Places
 - City-Bound Arterials
 - City Ring Route
 - Public Transport
 - Active Travel
 - Goods + Freight
 - Car Parking

- Consider how interventions are applied to different parts of the City and their different user groups

RESIDENTIAL	BUSINESS	WORKERS	NIGHT ECONOMY	VISITOR	TOURIST	
R	B	W	N	V	T	MAIN STREET
R	B	W	N	V	T	CBD CORE
R	B	W	N	V	T	CBD FRAME
						HEALTH AND BIOMEDICAL PRECINCT
						CULTURAL PRECINCT
R	B	W	N	V	T	RESIDENTIAL NEIGHBOURHOOD
R						METROPOLITAN PARK LANDS



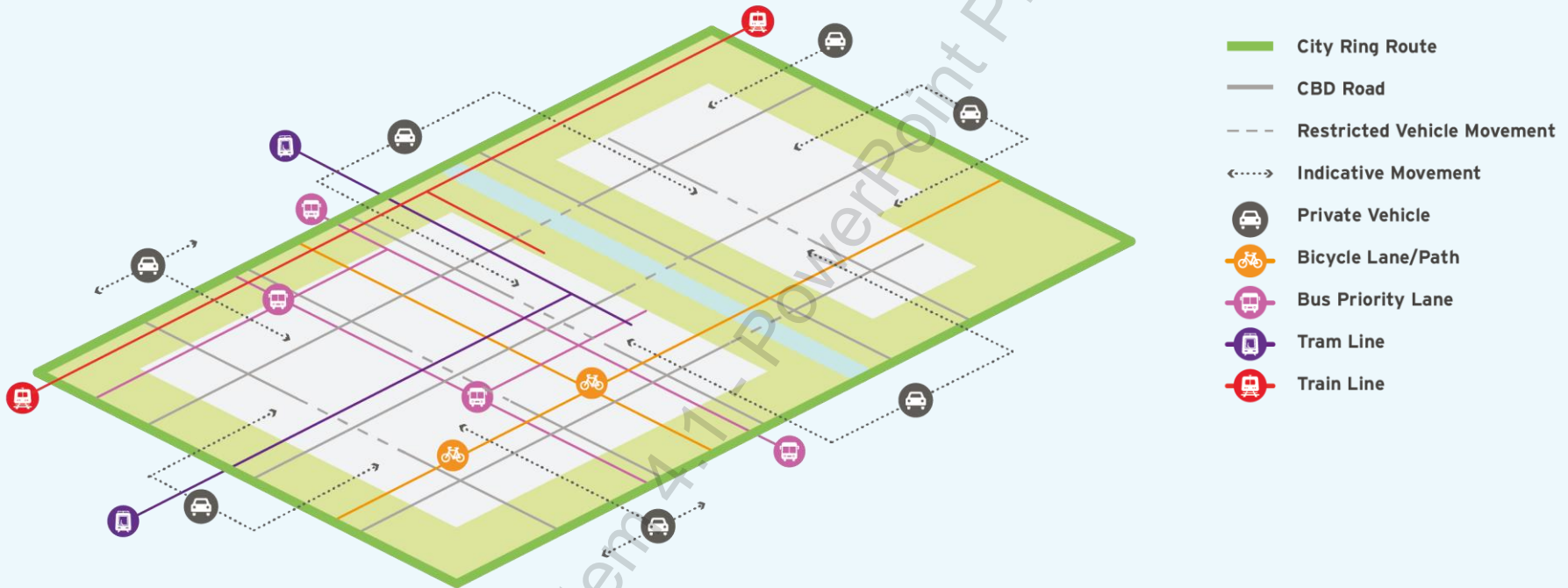
MOTOR CITY



KEY FEATURES

- Motor City prioritises the use and movement of private vehicles
- Streets are modified to maximise space for cars and parking
- Remove Bus Lanes throughout
- Reduce tram network to increase lane capacity
- Reduce pedestrian crossings to maximise traffic flow
- Remove bicycle lanes to increase parking
- Full grade separation of City Ring Route

DESTINATION CITY



KEY FEATURES

- Destination City prioritises travel to the City as a destination
- Streets modified to maximise space for cars and car parking
- Road closures restrict private vehicle 'through' traffic
- New Public transport hubs/interchanges (underground or at Squares)
- Public transport fares significantly reduced, or free
- 40km/h speed limit

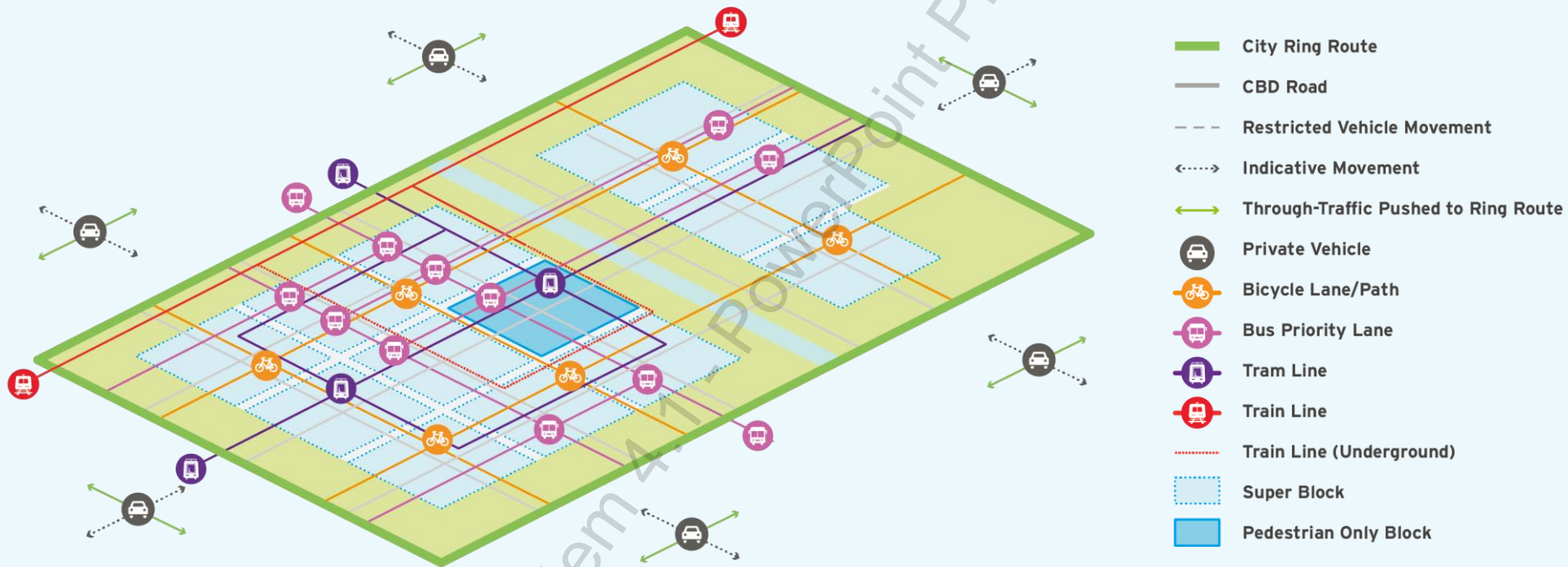
SUSTAINABLE CITY



KEY FEATURES

- Sustainable City is prioritised as a low emission zone, focussing on high patronage public transport on dedicated corridors, coupled with high frequency timetabling during peak periods
- Dedicated bus/tram priority corridors
- Separated and protected bicycle lanes
- 40 km/h speed limit
- Limited off-street and on-street car parking
- Tram City Loop
- Non-essential traffic and parking discouraged

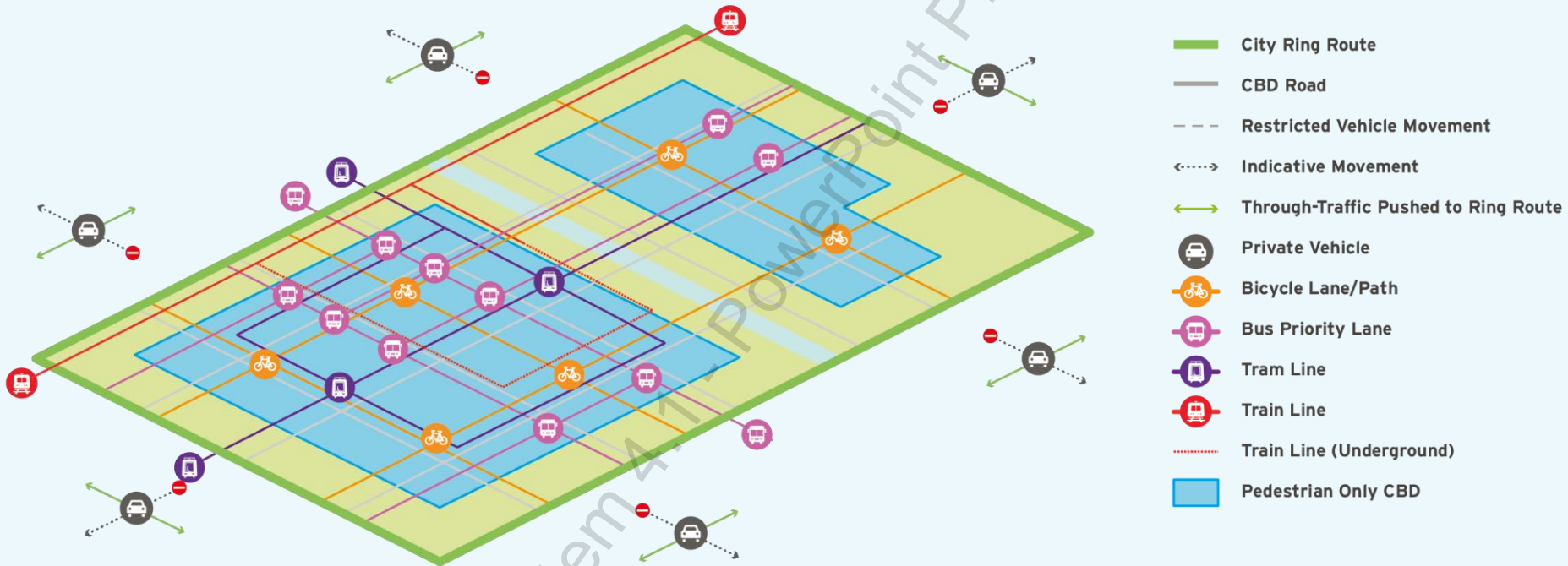
RECLAIMED CITY



KEY FEATURES

- Reclaimed City provides alternative transport choices reducing the need for the use of private vehicles in the city
- “Super Blocks” provide shared zone access between precincts, 10km/h shared zones
- Streets modified to accommodate a mix of transport modes
- Public transport hubs/interchanges (underground or at Squares)
- Public transport fares significantly reduced, or free
- Tram City Loop and an extension to North Adelaide
- Underground train city loop

VEHICLE-FREE CITY

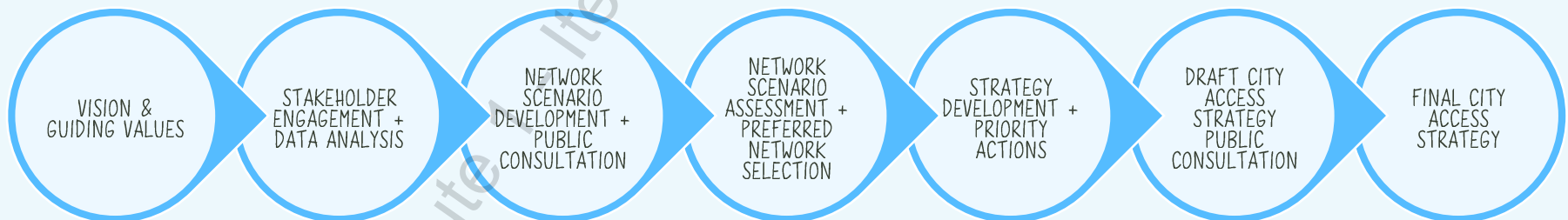


KEY FEATURES

- A Vehicle Free City provides extensive alternative transport choices negating the need to access the city with a private vehicle
- Modified street layouts dedicated to walking, outdoor dining and public space
- Underground train city loop
- Dedicated public transport tunnels, 7-minute frequency services and an extensive expansion of the public transport network connecting the suburbs to the CBD Core

NEXT STEPS

- Release of summary discussion paper and detailed discussion paper for information
- Release of network scenarios for consultation with key stakeholders and the community
- Assessment of the scenarios and development of a preferred network that aligns to the Strategy's Vision and Guiding Values
- Development of strategies and actions which support the Vision and achieve the preferred network
- Draft City Access Strategy will then be prepared for public consultation



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EAST-WEST BIKEWAY: PIRIE-WAYMOUTH STREETS

Preliminary feedback on initial concept design development

Workshop Purpose:

To provide preliminary feedback on the development of concept designs for the East-West Bikeway for the Pirie-Waymouth street corridor, as per the Motion on Notice on 9 April 2019.

PROGRAM: Planning, Design and Development

AUTHOR: Anna McDonald, RPPRO/ING Orlin FR, Shazli Ditter

The Committee Meeting - Minutes - 25 February 2020

The Committee Meeting - Agenda - 25 February 2020 - Item 4.2 - Distributed Separately
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**A BEAUTIFUL
DIVERSE CITY
WITH AN
ENVIABLE
LIFESTYLE THAT IS
WELCOMING TO
PEOPLE AT ALL
STAGES OF LIFE**

LIVEABLE

- Administration is working to respond to a Decision regarding the City Bikeways project, endorsed by Council on 9 April 2019.
- The Decision sought concept designs and an Engagement Strategy for a bikeway on the Pirie-Waymouth street corridor.
- The Pirie-Waymouth street corridor is a relatively narrow street corridor, which carries significant movement of people on foot, bike and motor vehicle as well as numerous popular outdoor dining areas. The crash history along the corridor is not insignificant, with several crash clusters.
- The installation of a bikeway (separated bike lanes) requires the reallocation of space from other street uses.
- Within the Pirie-Waymouth street corridor space could be reallocated from either the footpath, on-street parking or traffic lanes to create sufficient space for the separated bike lanes.
- There are impacts associated with each of these options, which are summarised in this presentation.
- We are seeking views on the possible options for reallocating space to enable installation of the bikeway on the Pirie-Waymouth street corridor.
- It is noted that the City Access Strategy, which is currently being developed, will include a preferred network for bikeways in the city.

KEY QUESTION

Do Members have views on the reallocation of space from either footpaths, traffic lanes or on-street parking in order to install the proposed bikeway on the Pirie-Waymouth street corridor?

KEY QUESTION

Do Members have views on any of the Design Considerations for the bikeway on the Pirie-Waymouth street corridor?

IMPLICATION	COMMENT:
Policy	City of Adelaide Strategic Plan 2016-2020: Plan and deliver priority walking and cycling routes throughout and beyond the City and Park Lands, including the provision of East-West and North-South cycleways and connections.
Consultation	Consultation will be undertaken in line with Council's Community Consultation Policy and the specific Engagement Plan that will be developed for the project.
Resource	Not as a result of this workshop
Risk / Legal / Legislative	Not as a result of this workshop
Opportunities	To utilise funding allocated by Council and the State Government for the East-West Bikeway as part of the City Bikeways Funding Deed.

EAST-WEST BIKEWAY BUDGET / FINANCIAL IMPLICATIONS:

IMPLICATION	COMMENT:
19/20 Budget Allocation	\$2.75 million allocated by Council to the development of the East-West Bikeway as part of the joint CoA/State Government \$12 million City Bikeways project.
19/20 Budget Reconsideration (if applicable)	Not as a result of this workshop.
Proposed 20/21 Budget Allocation	Not as a result of this workshop.
Ongoing Costs (eg maintenance cost)	Not as a result of this workshop.
Life of Project or Life Expectancy of Asset	Not as a result of this workshop.
Other Funding Sources	\$2.75 million allocated by the State Government for the East-West Bikeway, as part of the joint \$12 million City Bikeways project.

DATE	SUMMARY OF COUNCIL DECISION
<p>9 April 2019</p>	<p>Request Administration to prepare:</p> <ul style="list-style-type: none"> - concept designs for the Pirie-Waymouth street corridor. - an engagement strategy for the East-West Bikeway project.
<p>26 February 2019</p>	<p>Request Administration prepare a workshop briefing to Councillors including a summary of the Bikeways project, an overview of Bikeways as part of Council's Integrated Transport Strategy and opportunities to discuss options for the dedicated East-West Bikeway.</p>
<p>28 November 2017</p>	<p>Request Administration to put on hold, until further notice, the East-West Bikeway Engagement Strategy and any design work in relation to the East-West Bikeway project.</p> <p>Requested Administration to consult with impacted ratepayers with the question 'Do you support an East-West Separated Bikeway along Flinders and Franklin St', with the results to be reported back to Council.</p>
<p>14 November 2017</p>	<p>Approved the details of the consultation for the proposed East-West Bikeway, noting that the Engagement Strategy is yet to be developed and shall be approved by Council prior to commencement.</p>
<p>26 September 2017</p>	<p>Request that Council be provided with a report providing details regarding the consultation for the Flinders-Franklin East-West Bikeway project.</p>
<p>12 September 2017</p>	<p>Approved the selection of the Flinders Street – Franklin Street corridor as the route of the bikeway.</p> <p>Approved public consultation in finalising the design of the bikeway.</p> <p>Requested Administration to seek approval for the recommended final design.</p>

At its meeting on 9 April 2019, following a motion on notice, Council resolved that:

That Council administration, noting Council's 2016 decision to partner with the State Government of South Australia to design and fund a dedicated North-South and East-West bikeway, and the outcomes of The Committee workshop on bikeways on 2/4/2019:

1. Prepare bikeway concept designs, in preparation for community engagement, for the Pirie/Waymouth Street corridor with two options as follows:
 - a bikeway design option which could be delivered for the currently allocated \$5.5m
 - a bikeway design being consistent with the CoA Bikeways design guide for a fully separated Bikeway and an indication of the associated cost.
2. Prepare an engagement strategy for the East-West bikeways project, which includes impacted rate payers, businesses, residents and visitors to the city.

The City Bikeways Funding Deed:

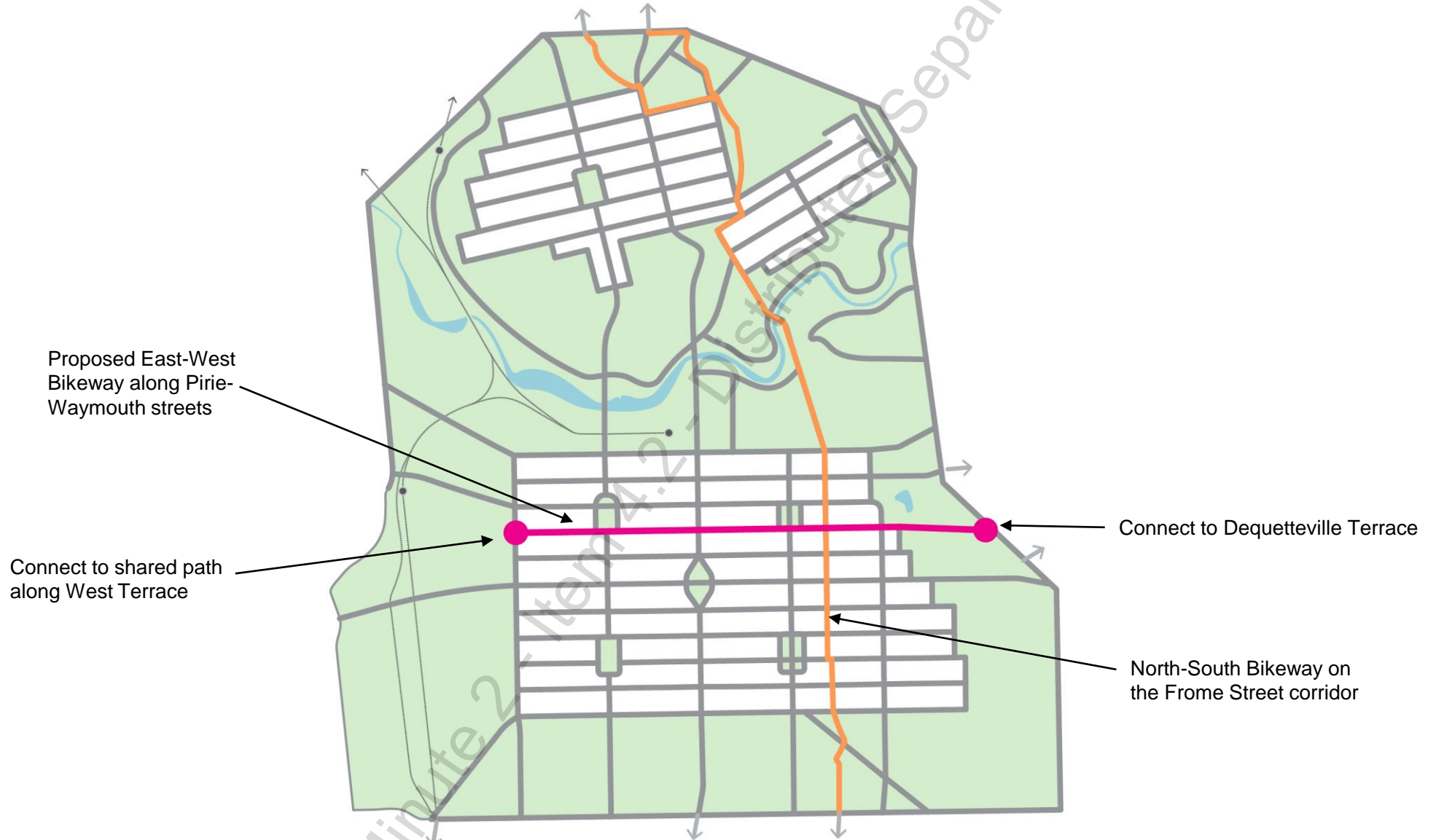
- specifies that the project is ‘intended to improve access, safety and connectivity for bicycle riders within the Council area.’
- identifies the project as the East-West Separated Bikeway between West Terrace and Dequetteville Terrace.
- has an end date of 30 June 2021, which is unlikely to be extended.

The design considerations for the project include:

- a street that is safe for everybody, regardless of how they choose to travel.
- the necessary guidelines and standards.

EAST-WEST BIKEWAY

PIRIE-WAYMOUTH STREETS – PROPOSED BIKEWAY

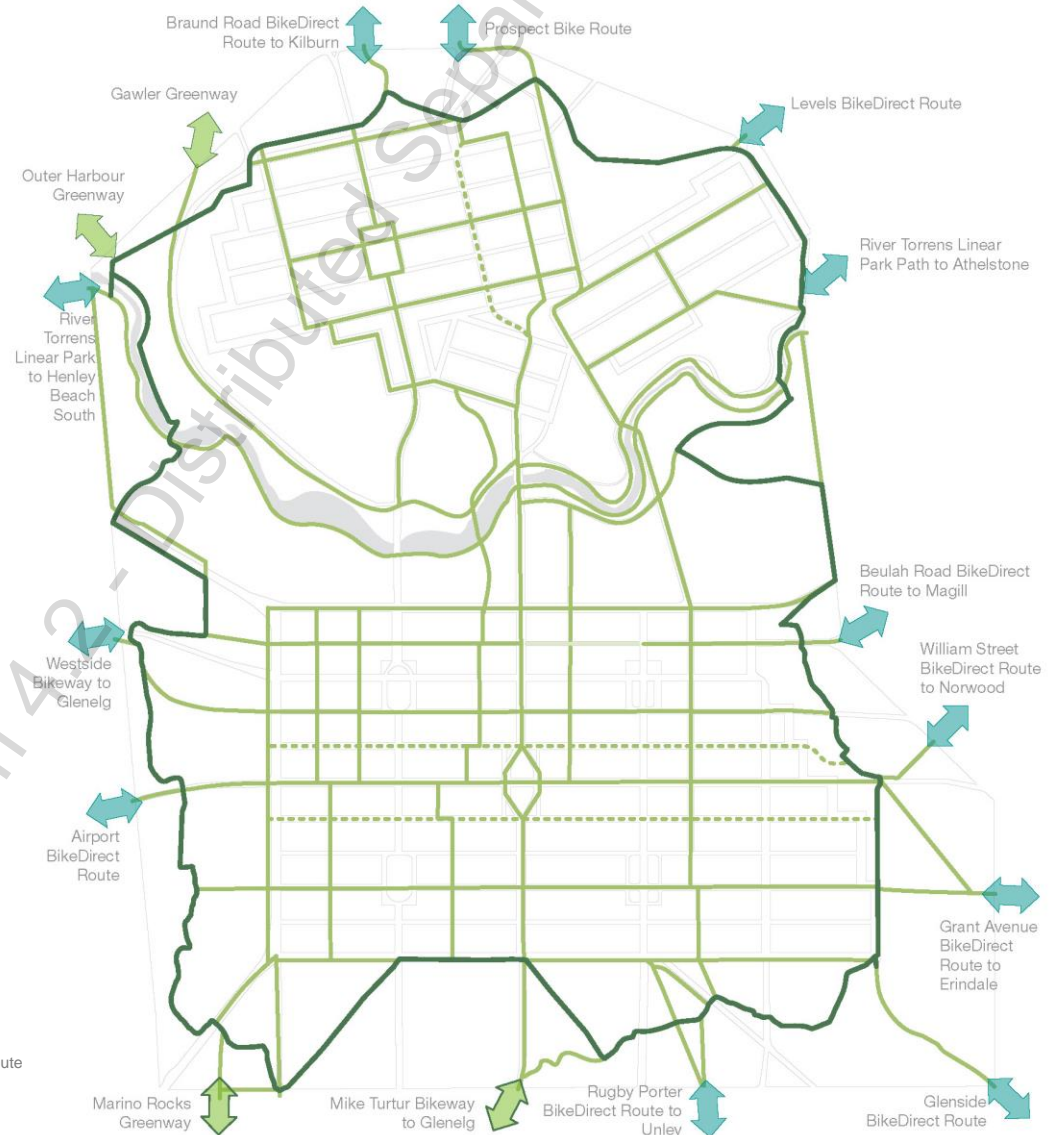


BIKEWAYS NETWORK 2012

The Bikeways network was developed to encourage cycling to and within the City by providing safe and low-stress bicycle routes catering for the needs and abilities of all levels of cyclists (new and existing).

It was included in the City of Adelaide's *Smart Move: Transport and Movement Strategy 2012-22*.

The East-West Bikeway is one route within this proposed connected network.



EAST-WEST BIKEWAY

WAYMOUTH STREET – EXISTING STREET – CURRENT STATE



- 1.1km long
- Typically 20.5m wide from property to property
- 12.8m from kerb to kerb
- 6,200 to 8,200 vehicles per day
- 550 riders per day



EAST-WEST BIKEWAY

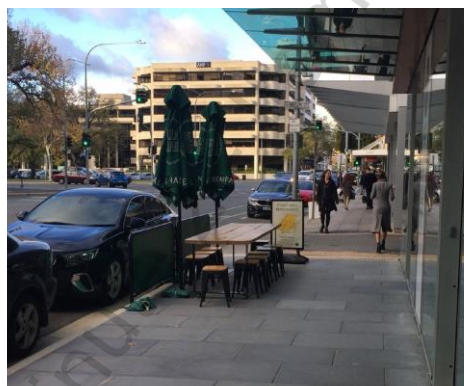
PIRIE STREET – EXISTING STREET- CURRENT STATE

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LIVEABLE
OUTCOME 



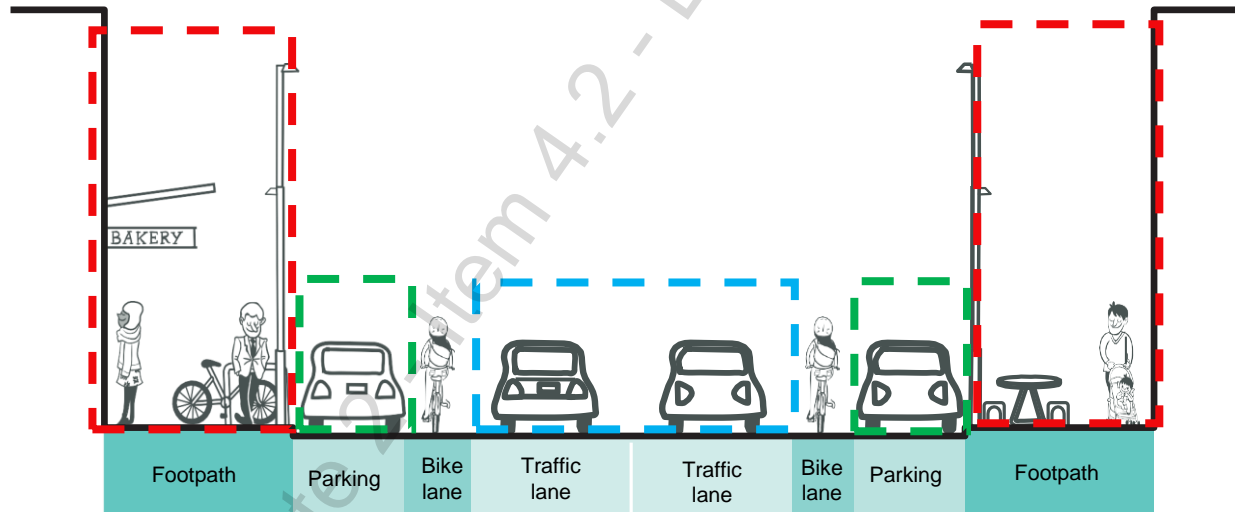
- 1.08km long
- Typically 20.5m wide from property to property
- 13.1m from kerb to kerb
- 8,200 vehicles per day
- 1,000 bike riders per day



The installation of separated bike lanes on Pirie-Waymouth streets requires the reallocation of space from other street uses.

On the Pirie-Waymouth street corridor separated bike lanes could be installed by reallocating space from either:

1. Footpaths
2. On-street parking
3. Traffic lanes



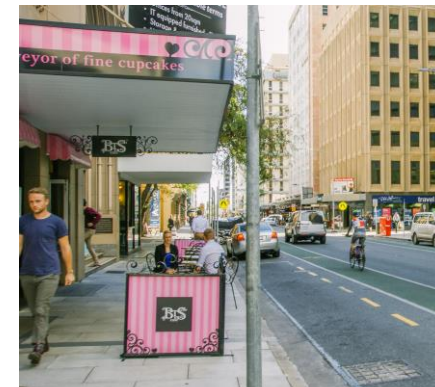
Pirie-Waymouth street corridor – typical existing cross-section

EAST-WEST BIKEWAY

STREET LAYOUT OPTIONS – REALLOCATE FOOTPATH SPACE

The following issues would be considered during the design process if space were to be reallocated from the footpath to make space for the bikeway:

- Current width of footpaths is generally 3.7 metres
- High volumes of people walking along footpaths (~6800 on each side per day)
- Outdoor dining on footpath, particularly between Light Square and Hindmarsh Square
- Crowding of existing footpaths at peak times
- Existing infrastructure (light poles, traffic signals, stormwater etc) would need to be relocated.
- Due to these constraints, this option is not considered to be feasible and has therefore has been discounted.



EAST-WEST BIKEWAY

STREET LAYOUT OPTIONS: REALLOCATE ON-STREET PARKING SPACE

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LIVEABLE
OUTCOME 

The following issues would be considered during the design process if space were to be reallocated from on-street parking to make space for the bikeway:

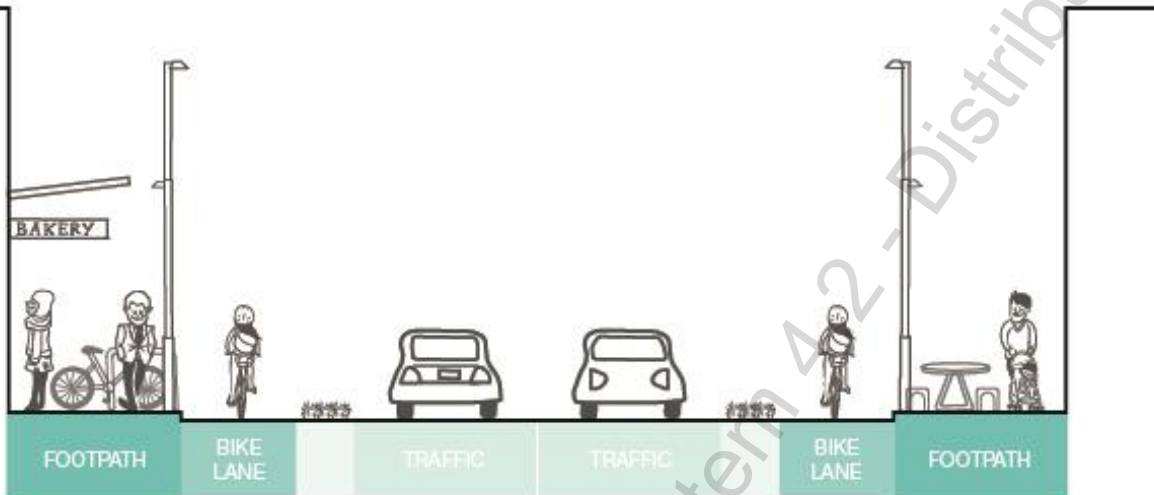
- All on-street parking, loading, taxi and mail zones along the corridor would be removed (336 vehicle and 63 motorbike spaces).
- The loss of parking revenue to Council would be approximately \$750,000 per annum.
- It may be possible to reallocate on-street parking in side streets adjoining the corridor to spaces for loading, taxi and mail zones.
- The parklet outside Cibo and the landscaped areas on Weymouth Street (West Terrace-Morphett Street) would also need to be removed, as these currently utilise kerb-side space.



EAST-WEST BIKEWAY

STREET LAYOUT OPTIONS: REALLOCATE ON-STREET PARKING SPACE

The graphic below shows an indicative street cross-section if on-street parking spaces are reallocated to install separated bike lanes.

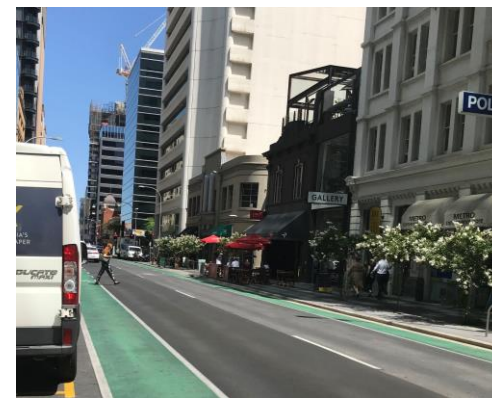


Features:

- Separated bike lanes added to both sides of the street
- Two-way traffic
- Separation strips between bike and traffic lanes provide a buffer between bike riders and motor vehicles as well as providing space for people on foot to wait when crossing the street.

The following issues would be considered during the design process if space were to be reallocated from traffic lanes to make space for the bikeway:

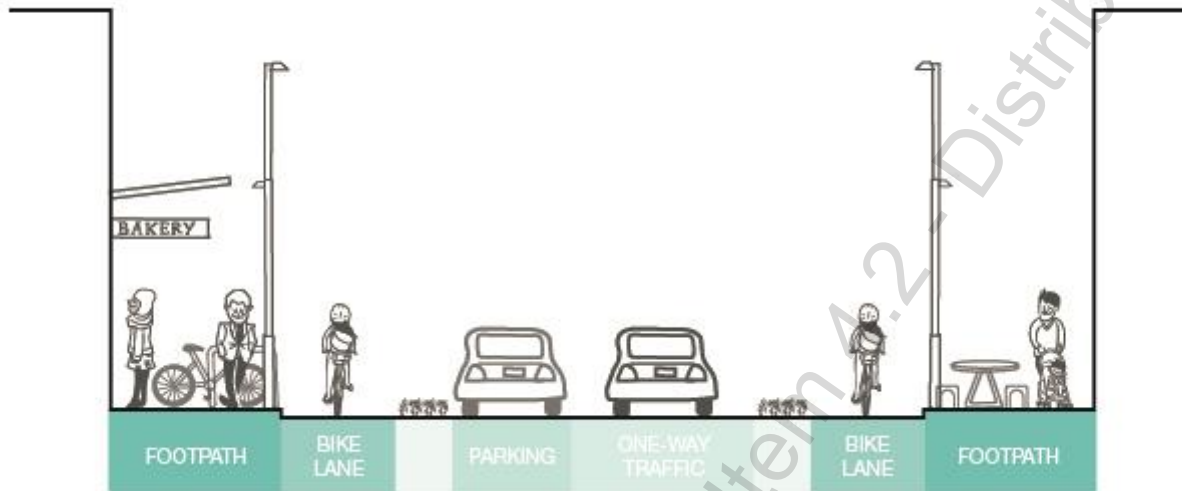
- The existing city traffic network relies on two-way movement along the Pirie-Waymouth corridor.
- There are numerous large off-street car parks that are accessed from this street corridor, with current localised congestion occurring at peak times due to access/egress from carparks.
- It is not advisable to consider one-way traffic along this corridor without an assessment of the broader impacts on the wider street network and accessibility.



EAST-WEST BIKEWAY

STREET LAYOUT OPTIONS: REALLOCATE TRAFFIC LANE SPACE – ONE WAY

The graphic below shows an indicative street cross-section if space were reallocated from traffic lanes to install separated bike lanes.



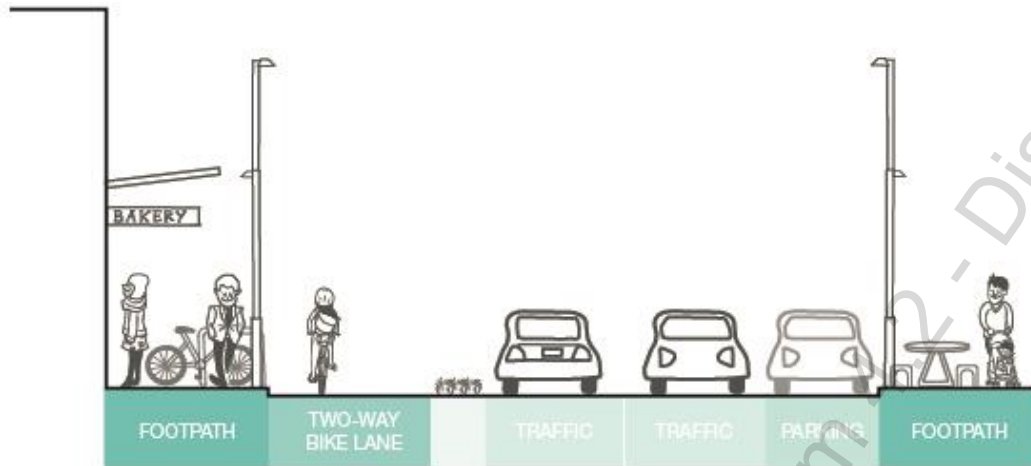
Features:

- Separated bike lanes added to both sides of the street
- One-way traffic
- On-street parking on one side of the street
- Separation strips between bike and traffic lanes provide a buffer between bike riders and motor vehicles as well as providing space for people on foot to wait when crossing the street.
- Changing Pirie-Waymouth streets to one-way traffic operation would have an impact on local access and the broader transport network within the city. Further analysis would need to be undertaken to fully understand and quantify the impacts.

EAST-WEST BIKEWAY

STREET LAYOUT OPTIONS: BI-DIRECTIONAL BIKEWAY

The graphic below shows an indicative street cross-section if a bi-directional (two-way) bikeway were to be installed on one side of the street.



Features:

- Bi-directional bikeway added to one side of the street
- Two-way traffic
- On-street parking on one side of the street
- Separation strip between the bikeway and traffic lane provide a buffer between bike riders and motor vehicles as well as providing space for people on foot to wait when crossing the street.
- Whilst a bi-directional bikeway does fit within the indicative cross-section, the installation of a bi-directional bikeway can increase risks to bike riders and pedestrians in a busy city street.

EAST-WEST BIKEWAY

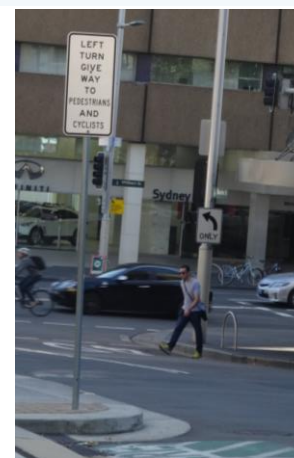
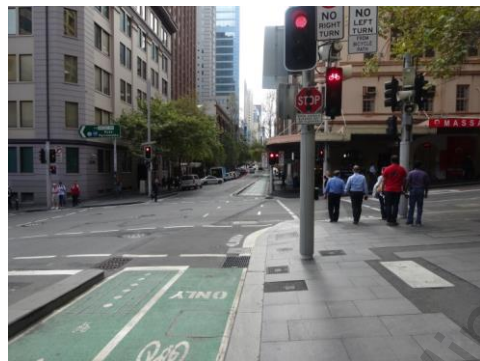
STREET LAYOUT OPTIONS: BI-DIRECTIONAL BIKEWAY

The graphic below shows an indicative street plan if a bi-directional bikeway were installed on one side of the street.



The installation of a bi-directional bikeway into a two-way street will create a more complex and less familiar street environment, which could lead to:

- There is an increased risk of conflicts between motor vehicles and bike riders as drivers have to look for and give-way to bike riders in both directions as the turn into/out of side streets and driveways.
- There is an increased risk of conflicts between people crossing the street on foot and bike riders/motor vehicles moving along the street, as people navigate a more complex street environment.
- Movements of bike riders, motor vehicles and pedestrians would need to be separately controlled at signalled intersections – with a separate phase added for bike riders. This is likely to result in delays for all users and/or turn bans for vehicles.
- A US study found that the risk of a crash or fall on a two-way protected bike lane at street level was much higher than that of a major road and that the combination of busy intersections and a two-way bike lane likely contributes to the high risk.
www.ihs.org/news/detail/some-protected-bike-lanes-leave-cyclists-vulnerable-to-injury

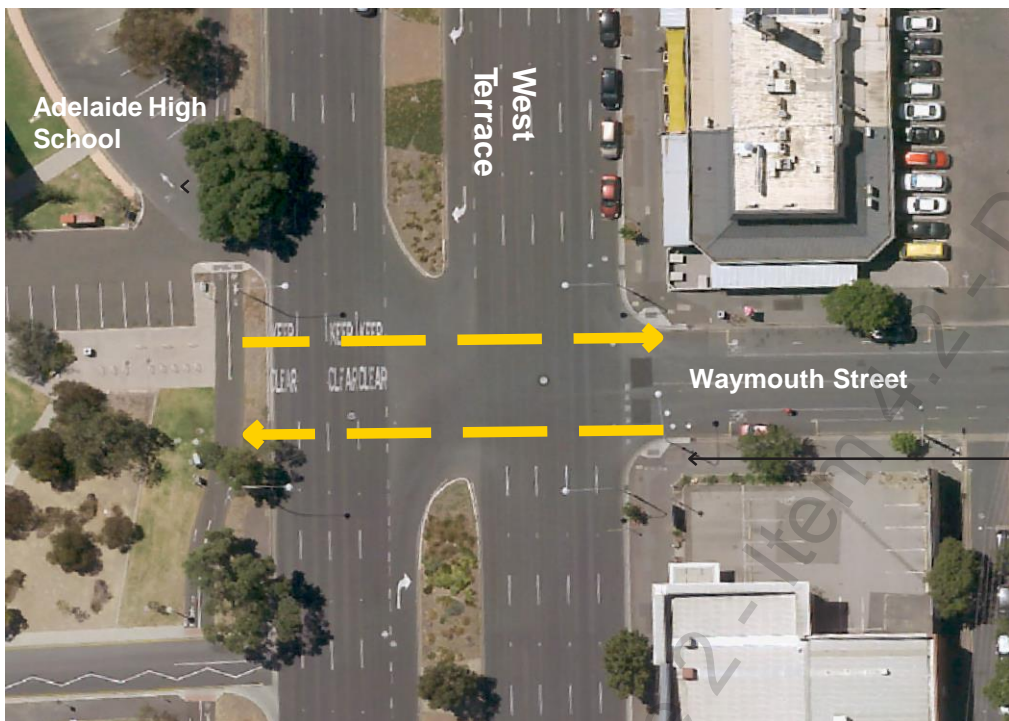


There are a series of further design considerations that would need to be addressed if a bikeway is to be constructed on the Pirie-Waymouth street corridor:

1. West Terrace / Waymouth Street intersection
2. Waymouth Street landscaping
3. Light Square
4. Waymouth Street widened footpaths
5. Parklet at Cibo
6. Hindmarsh Square

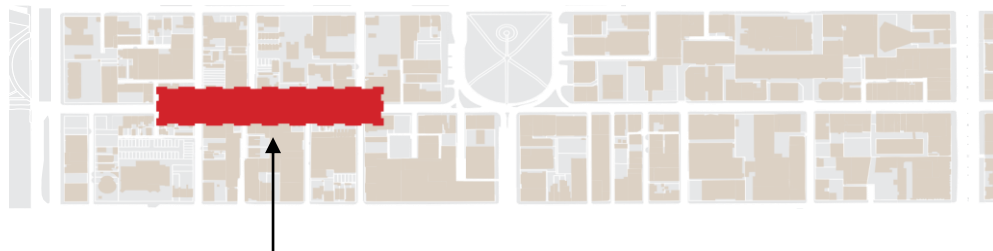
EAST-WEST BIKEWAY

DESIGN CONSIDERATION – WEST TERRACE/WAYMOUTH STREET



Waymouth Street / West Terrace intersection

- ### Design Considerations
- No existing traffic signals at West Terrace
 - Traffic signals are required for bike riders to cross West Terrace safely
 - Traffic signals would also benefit pedestrians
 - New traffic signals will impact traffic movement along West Terrace
 - Likely high cost for installation of new traffic signal infrastructure, circa \$1.0m



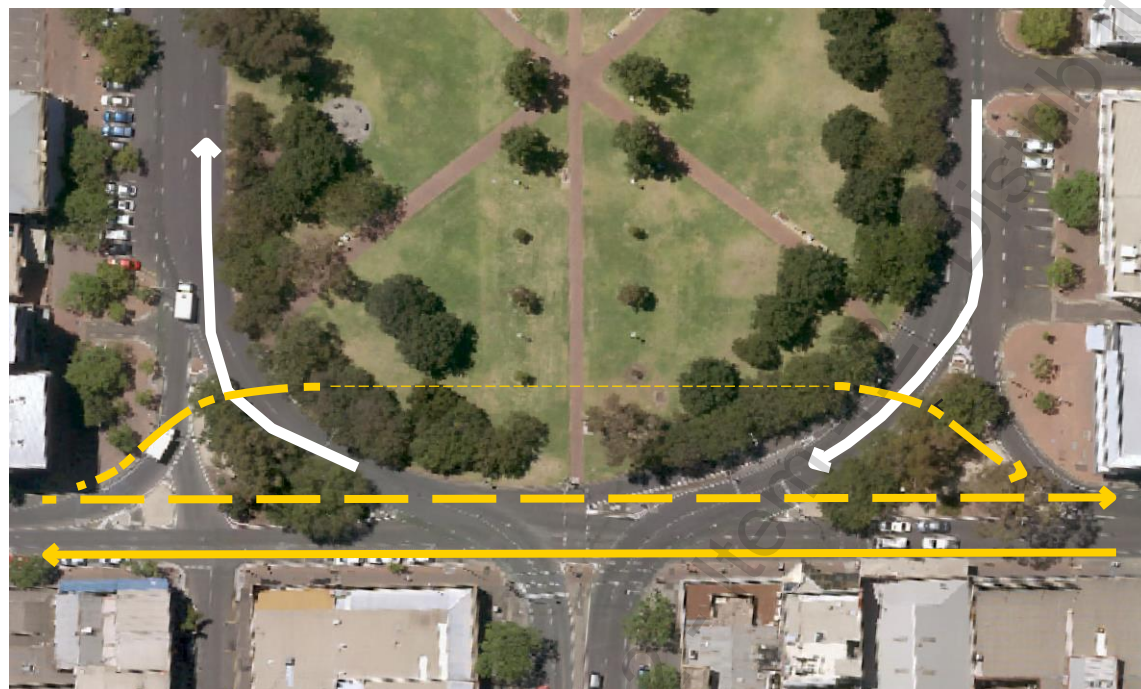
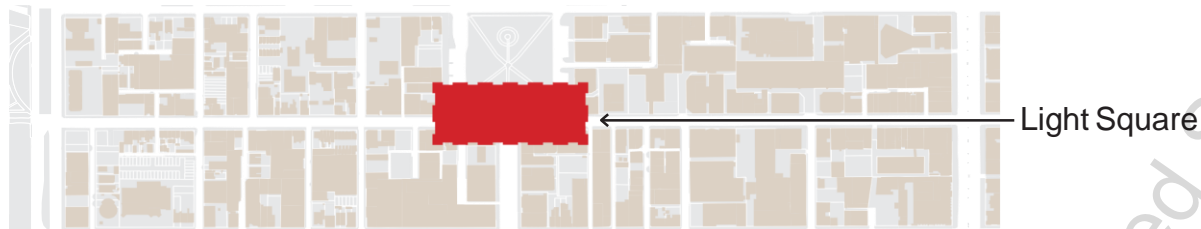
Location of existing landscaped areas on Waymouth Street

Design Considerations

- Installation of bikeway will require the removal of all landscaped areas that are located within the roadway, including the street trees, planting and recently installed Water Sensitive Urban Design infrastructure along Waymouth Street



Examples of existing landscaped areas on Waymouth Street



Light Square

Design Considerations

- Existing one way traffic movement around square
- East-bound bike riders currently have to ride around the square to continue along Waymouth St, adding unnecessary time, distance and risk to their trip
- Significant crash history at this location, particularly for bike riders
- Multiple traffic signals
- Existing trees and vegetation
- Heritage and culturally significant space
- Significant impact to Light Square to accommodate the bikeway

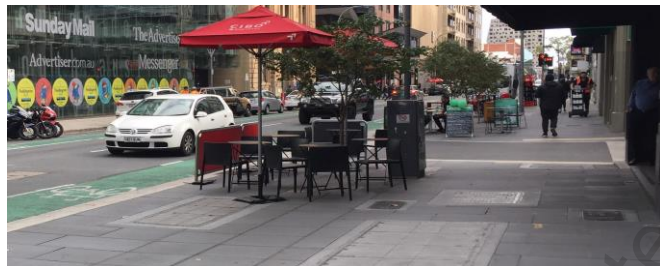
EAST-WEST BIKEWAY

DESIGN CONSIDERATION – WAYMOUTH STREET WIDENED FOOTPATHS

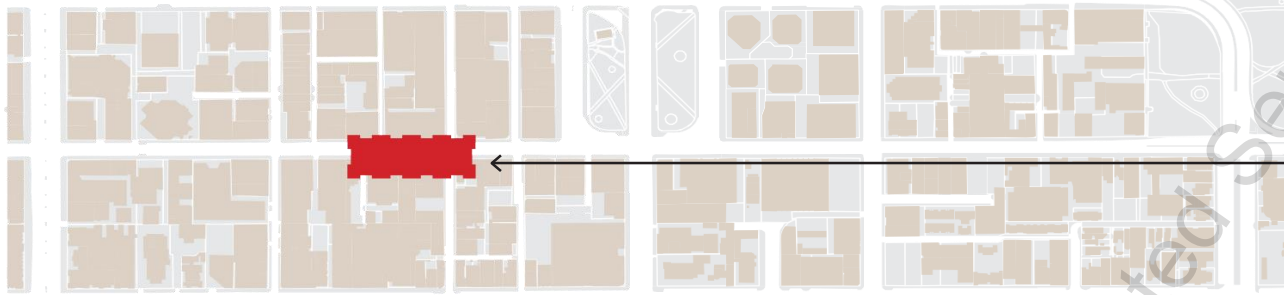


Design Considerations

- Footpath has been widened to allow for larger outdoor dining areas, the addition of trees and high pedestrian volumes.
- The narrower road width at this location would impact on the design of the bikeway.



Waymouth Street widened footpath (Topham Mall – King William Street)



Cibo Parklet

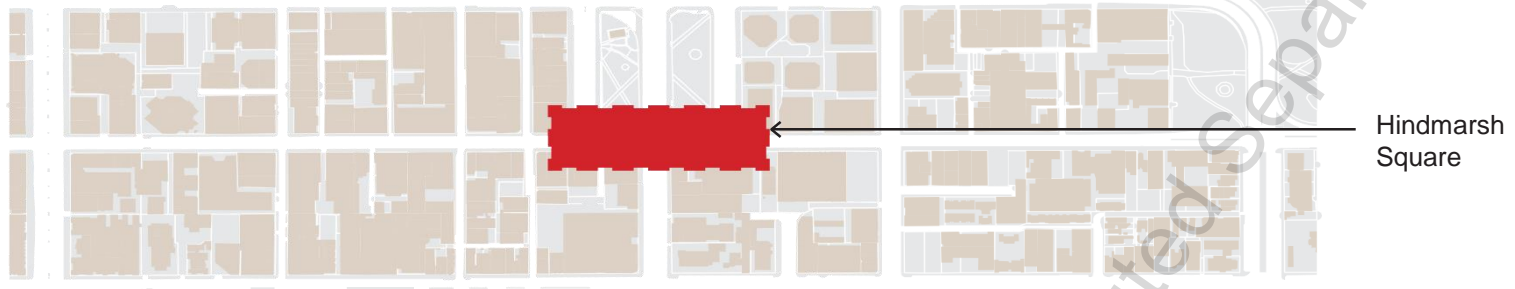


Parklet outside Cibo on Pirie Street

Design Considerations

- The parklet is used for outdoor dining at Cibo on Pirie Street
- The parklet may need to be removed for construction of the bikeway

EAST-WEST BIKEWAY DESIGN CONSIDERATION – HINDMARSH SQUARE



Design Considerations

- Multiple conflict locations with traffic movement and bikes
- Heritage and culturally significant space
- Poor existing pedestrian movement
- Impact to original square layout
- Changes required to traffic lanes

Hindmarsh Square

KEY QUESTION

Do Members have views on the reallocation of space from either footpaths, traffic lanes or on-street parking in order to install the proposed bikeway on the Pirie-Waymouth street corridor?

KEY QUESTION

Do Members have views on any of the Design Considerations for the bikeway on the Pirie-Waymouth street corridor?

EAST-WEST BIKEWAY: PIRIE-WAYMOUTH STREETS

Preliminary feedback on initial concept design development

Workshop Purpose:

To provide preliminary feedback on the development of concept designs for the East-West Bikeway for the Pirie-Waymouth street corridor, as per the Motion on Notice on 9 April 2019.

**A BEAUTIFUL
DIVERSE CITY
WITH AN
ENVIABLE
LIFESTYLE THAT IS
WELCOMING TO
PEOPLE AT ALL
STAGES OF LIFE**

LIVEABLE

PROGRAM: Planning, Design and Development

AUTHOR: The Committee Meeting Minutes - 25 February 2020, Antti Ditter

At its meeting on 9 April 2019, following a motion on notice, Council resolved that:

That Council administration, noting Council's 2016 decision to partner with the State Government of South Australia to design and fund a dedicated North-South and East-West bikeway, and the outcomes of The Committee workshop on bikeways on 2/4/2019:

1. Prepare bikeway concept designs, in preparation for community engagement, for the Pirie/Waymouth Street corridor with two options as follows:
 - a bikeway design option which could be delivered for the currently allocated \$5.5m
 - a bikeway design being consistent with the CoA Bikeways design guide for a fully separated Bikeway and an indication of the associated cost.
2. Prepare an engagement strategy for the East-West bikeways project, which includes impacted rate payers, businesses, residents and visitors to the city.

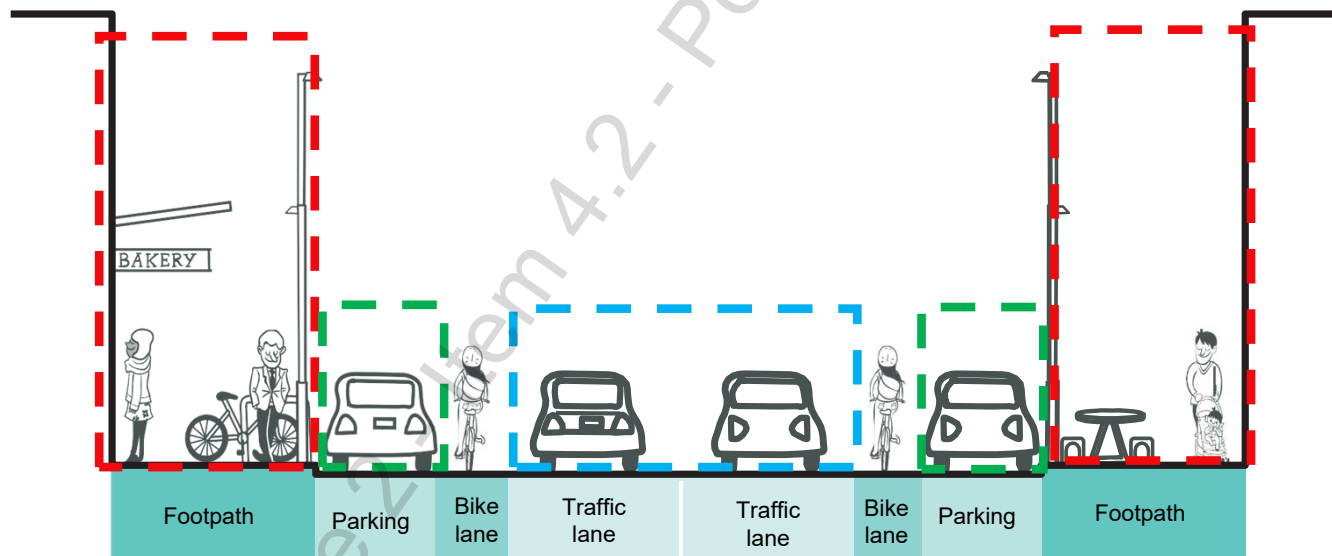
EAST-WEST BIKEWAY

BIKEWAY ON PIRIE-WAYMOUTH

The installation of separated bike lanes on Pirie-Waymouth streets requires the reallocation of space from other street uses.

On the Pirie-Waymouth street corridor separated bike lanes could be installed by reallocating space from either:

1. Footpaths
2. On-street parking
3. Traffic lanes



Pirie-Waymouth street corridor – typical existing cross-section

EAST-WEST BIKEWAY

STREET LAYOUT OPTIONS – REALLOCATE FOOTPATH SPACE

The following issues would be considered during the design process if space were to be reallocated from the footpath to make space for the bikeway:

- Current width of footpaths is generally 3.7 metres
- High volumes of people walking along footpaths (~6800 on each side per day)
- Outdoor dining on footpath, particularly between Light Square and Hindmarsh Square
- Crowding of existing footpaths at peak times
- Existing infrastructure (light poles, traffic signals, stormwater etc) would need to be relocated.
- Due to these constraints, this option is not considered to be feasible and has therefore been discounted.

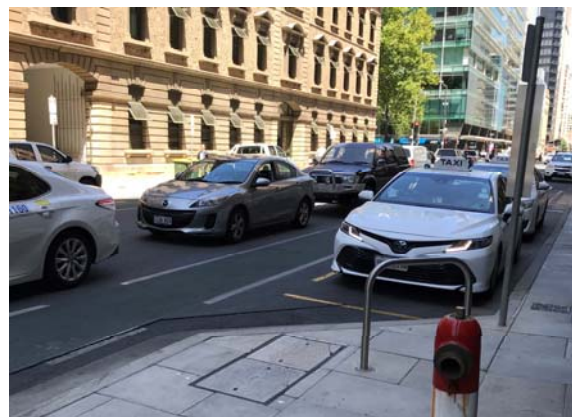


EAST-WEST BIKEWAY

STREET LAYOUT OPTIONS: REALLOCATE ON-STREET PARKING SPACE

The following issues would be considered during the design process if space were to be reallocated from on-street parking to make space for the bikeway:

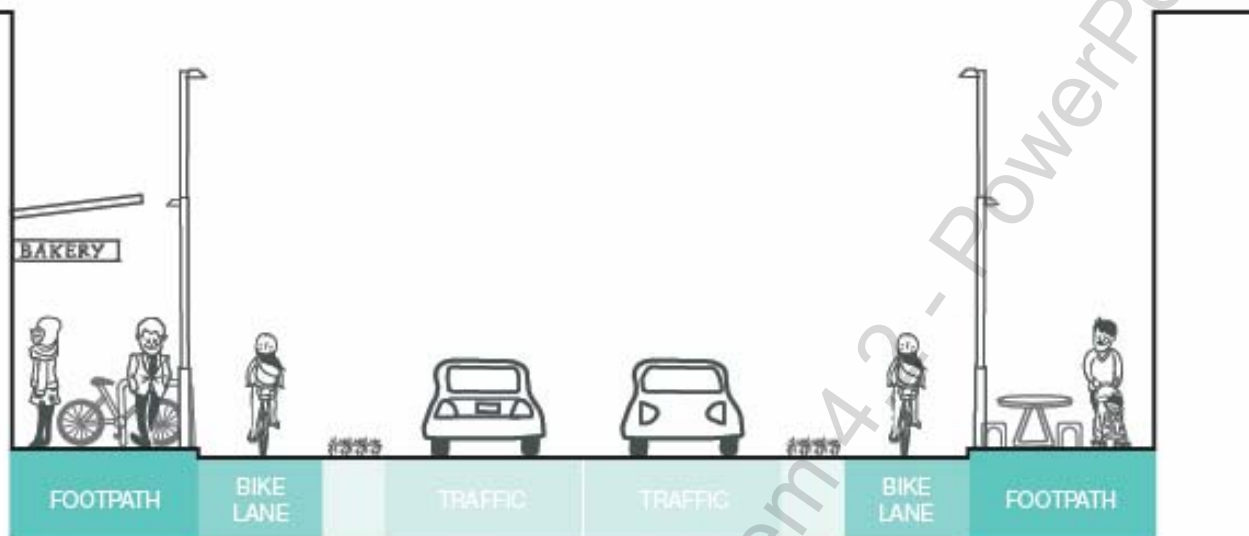
- All on-street parking, loading, taxi and mail zones along the corridor would be removed (336 vehicle and 63 motorbike spaces).
- The loss of parking revenue to Council would be approximately \$750,000 per annum.
- It may be possible to reallocate on-street parking in side streets adjoining the corridor to spaces for loading, taxi and mail zones.
- The parklet outside Cibo and the landscaped areas on Waymouth Street (West Terrace-Morphett Street) would also need to be removed, as these currently utilise kerb-side space.



EAST-WEST BIKEWAY

STREET LAYOUT OPTIONS: REALLOCATE ON-STREET PARKING SPACE

The graphic below shows an indicative street cross-section if on-street parking spaces are reallocated to install separated bike lanes.



Features:

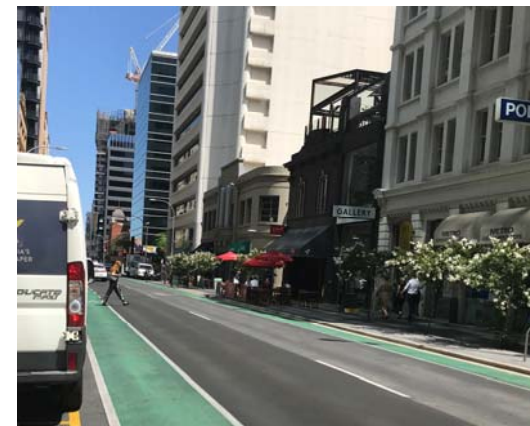
- Separated bike lanes added to both sides of the street
- Two-way traffic
- Separation strips between bike and traffic lanes provide a buffer between bike riders and motor vehicles as well as providing space for people on foot to wait when crossing the street.

EAST-WEST BIKEWAY

STREET LAYOUT OPTIONS: REALLOCATE TRAFFIC LANE SPACE – ONE WAY

The following issues would be considered during the design process if space were to be reallocated from traffic lanes to make space for the bikeway:

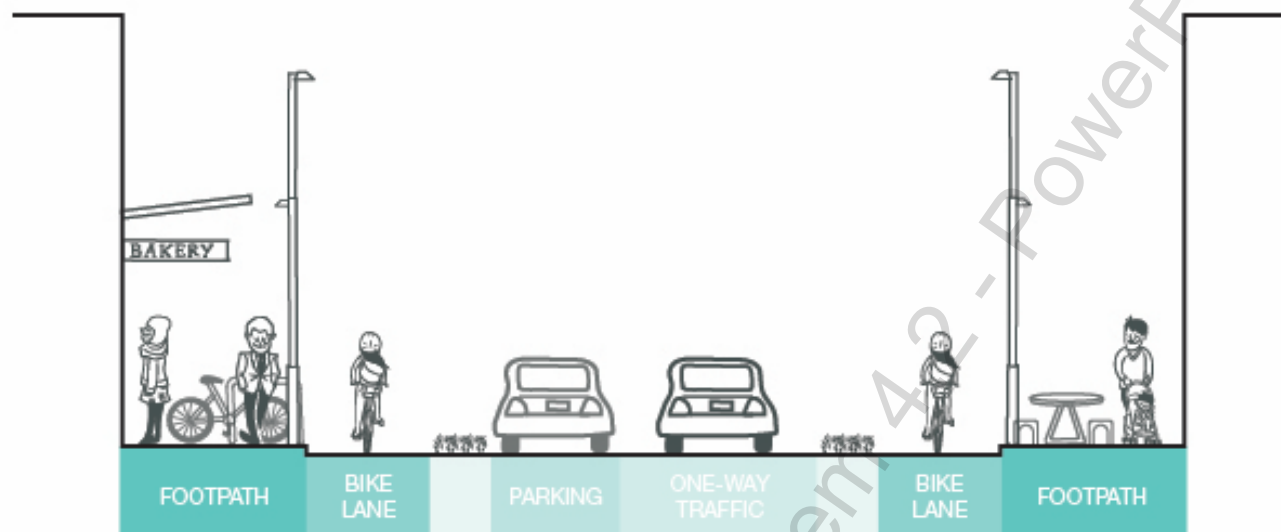
- The existing city traffic network relies on two-way movement along the Pirie-Waymouth corridor.
- There are numerous large off-street car parks that are accessed from this street corridor, with current localised congestion occurring at peak times due to access/egress from carparks.
- It is not advisable to consider one-way traffic along this corridor without an assessment of the broader impacts on the wider street network and accessibility.



EAST-WEST BIKEWAY

STREET LAYOUT OPTIONS: REALLOCATE TRAFFIC LANE SPACE – ONE WAY

The graphic below shows an indicative street cross-section if space were reallocated from traffic lanes to install separated bike lanes.



Features:

- Separated bike lanes added to both sides of the street
- One-way traffic
- On-street parking on one side of the street
- Separation strips between bike and traffic lanes provide a buffer between bike riders and motor vehicles as well as providing space for people on foot to wait when crossing the street.
- Changing Pirie-Waymouth streets to one-way traffic operation would have an impact on local access and the broader transport network within the city. Further analysis would need to be undertaken to fully understand and quantify the impacts.

EAST-WEST BIKEWAY

FURTHER DESIGN CONSIDERATIONS

There are a series of further design considerations that would need to be addressed if a bikeway is to be constructed on the Pirie-Waymouth street corridor:

1. West Terrace / Waymouth Street intersection
2. Waymouth Street landscaping
3. Light Square
4. Waymouth Street widened footpaths
5. Parklet at Cibo
6. Hindmarsh Square

EAST-WEST BIKEWAY KEY QUESTIONS:

KEY QUESTION

Do Members have views on the reallocation of space from either footpaths, traffic lanes or on-street parking in order to install the proposed bikeway on the Pirie-Waymouth street corridor?

KEY QUESTION

Do Members have views on any of the Design Considerations for the bikeway on the Pirie-Waymouth street corridor?

2020 – 2021 Business Plan and Budget

Workshop Purpose:

Considerations for the 2020 - 2021 Business Plan and Budget

PROGRAM: FINANCE AND PROCUREMENT

AUTHOR: Tracie Dawber, J. APPROVING OFFICER: Clare Mockler

The Committee Meeting - Minutes - 25 February 2020

Discuss key considerations and principles for the 2020-21 Business Plan and Budget.

Strategic Decisions

- Setting the key principles for the 2020-21 Business Plan and Budget, and the Long Term Financial Plan
- Ensuring the financial sustainability of the Council's services and City's assets

Key Issues:

- Being financially responsible and sustainable
- Delivering services efficiently and effectively
- Creating the capacity to fund the current and emerging priorities and projects
- Maintaining and enhancing infrastructure
- Repayment of borrowings

Risks:

- Council's capacity to respond to emerging priorities
- Capacity to repay borrowings

Principles

- Operating surplus should be achieved to ensure financial sustainability
- Income primarily dependent upon rates and income from parking
- Rates reflect the cost of delivering services and core asset renewals
- Fees and charges based on user pay principles
- Accounting for business as usual projects as part of operations
- New priorities funded through the redirection of existing budgets (rather than additional funding as part of the quarterly revised forecasts)
- Infrastructure: Prioritise renewals based on condition audits and risk
- Debt redemption plan a priority
- Borrowings should only be utilised for income generating opportunity
- Strategic Property Review: Divest under performing and non-performing assets to invest in performing assets (e.g. Central Market Arcade)
- SA Government in a fiscally tight position
 - Council will not accept cost shifting

BUDGET CONSIDERATIONS

Annual Funding Requirement

61

CORPORATE

Current position

- Projects and Infrastructure funded from Operations surplus
- The present LTFP forecast for 2020-21 is (\$7.5m) due to carry forwards (funded in previous years) and property investments
- The deficits in 2021-22 and 2022-23 are primarily due to property investments

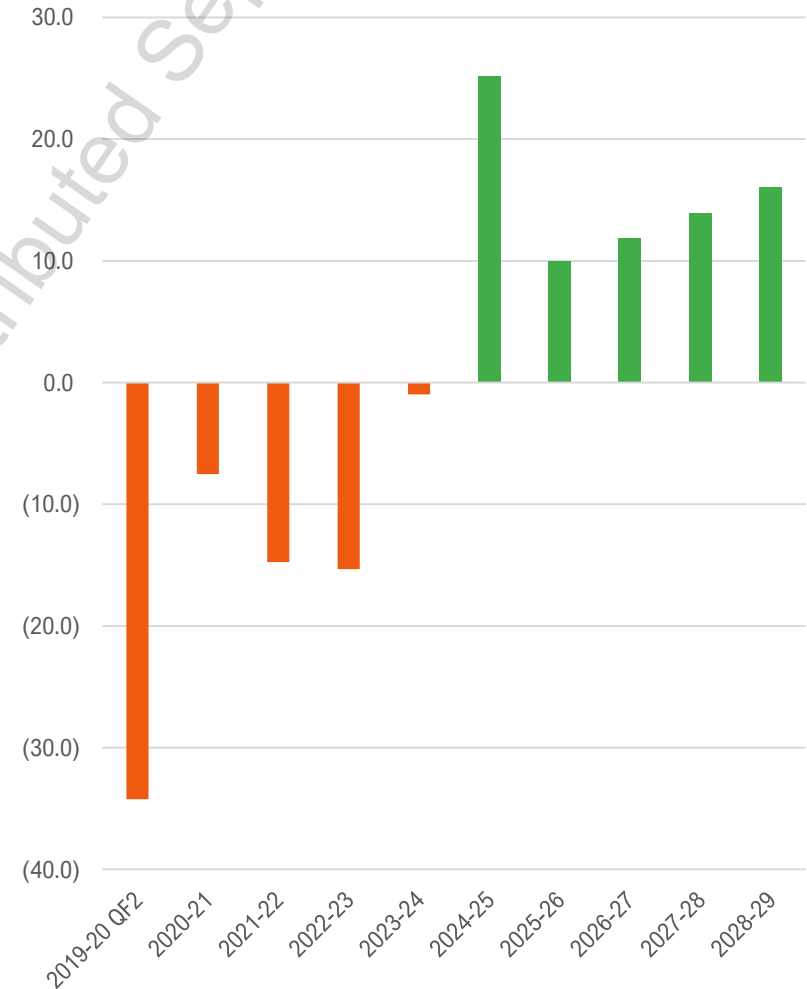
Considerations

- Capacity for Council's priorities including
 - Council's services
 - Ongoing renewal of the City's infrastructure
 - Delivery of the 2020-24 Strategic Plan
- Capacity to repay borrowings

Next Steps

- Agree principle of funding surplus
- Presentation of the draft budget in March

Annual Funding Requirement



Current Position

- Rates and parking contribute over 85% of Operational income
- Rates growth dependent upon
 - Uplift in valuations
 - Growth from new developments and additions
- Decline in demand for on-street and off-street parking

Considerations

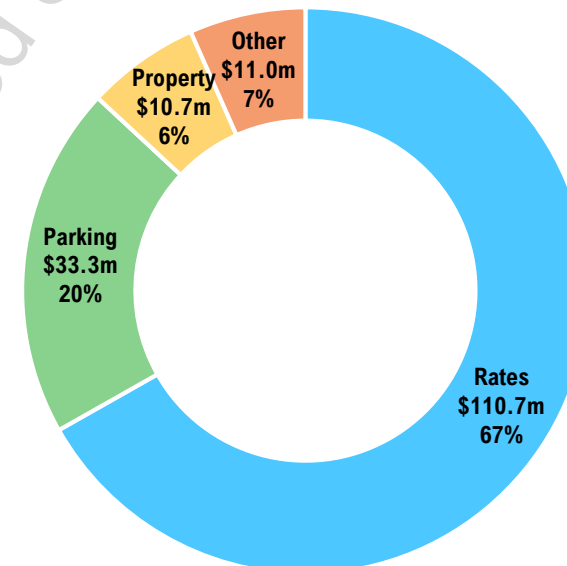
- Forecast rates growth
- Role of on-street parking and off-street parking
- Other opportunities including
 - Charging for commercial use of infrastructure
 - Third party advertising
- Leveraging property portfolio for new income opportunities

Next Steps

- Operations budget to be considered in March
- Strategic Property Review in April

Operational Income

based on net income from commercial businesses and parking



The graph above is based on net income from commercial businesses, parking and subsidiaries, with the table on the right providing a summary of the gross income.

\$m	Gross	%
Rates	110.7	52%
Parking (including UPark)	47.9	23%
Other Businesses	10.4	5%
Property	10.9	5%
Subsidiaries	14.1	7%
Other	16.7	8%
Total	210.7	

Current position

- Growth in rates income dependent on
 - Rate in the dollar frozen since 2013-14
 - Uplift in valuations noting CoA uses annual assessed valuations (not capital valuation)
 - Growth in new developments
- LTFP forecast presently 3.3%

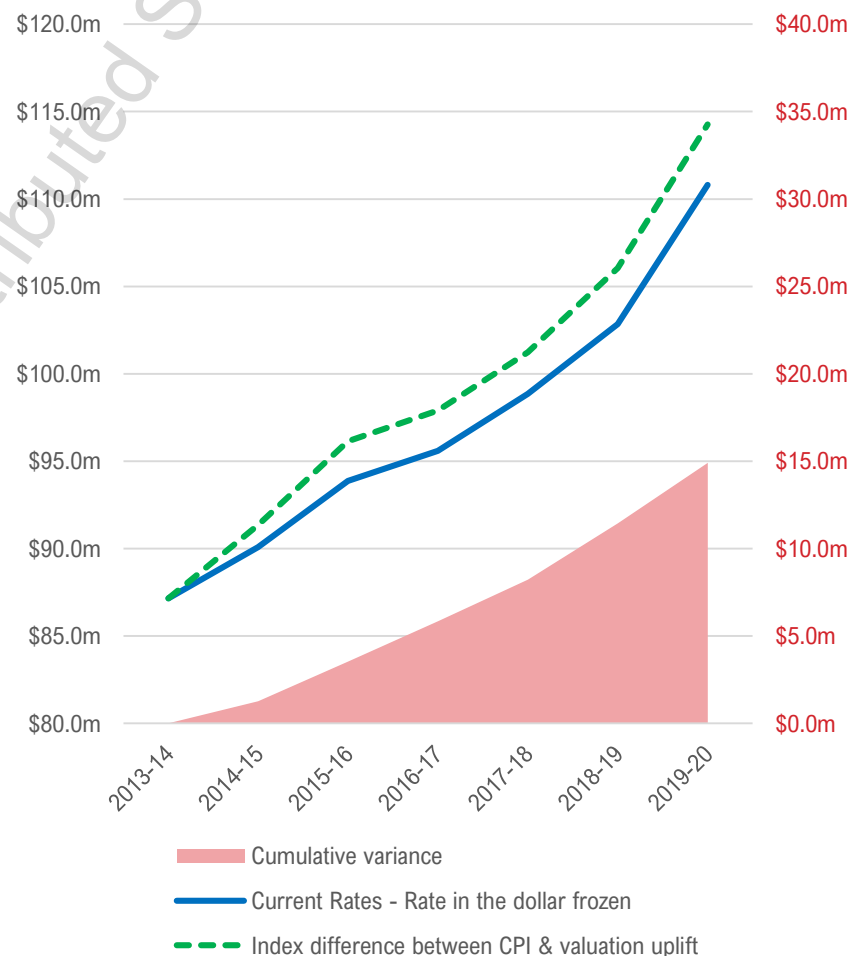
Considerations

- Funding required for Council's services, infrastructure and delivery of the 2020-2024 Strategic Plan
- Impact of freezing the rate in the dollar

Next Steps

- Estimates of valuation uplift and growth in new developments to be provided in March workshop
- Approach to rate in the dollar to be considered once valuation uplift and growth in developments is provided
- Consider potential impact of proposed rate capping legislation on future years

Rating scenario if the rate in the dollar was indexed by Adelaide CPI



Current position

- Significant operating efficiencies have been identified and achieved over the past four budgets.
 - \$6.0 million achieved in past three years
 - \$6.1 million budgeted in 2019-20
- Underlying cost pressures of 5-6% per annum over the past 4 years

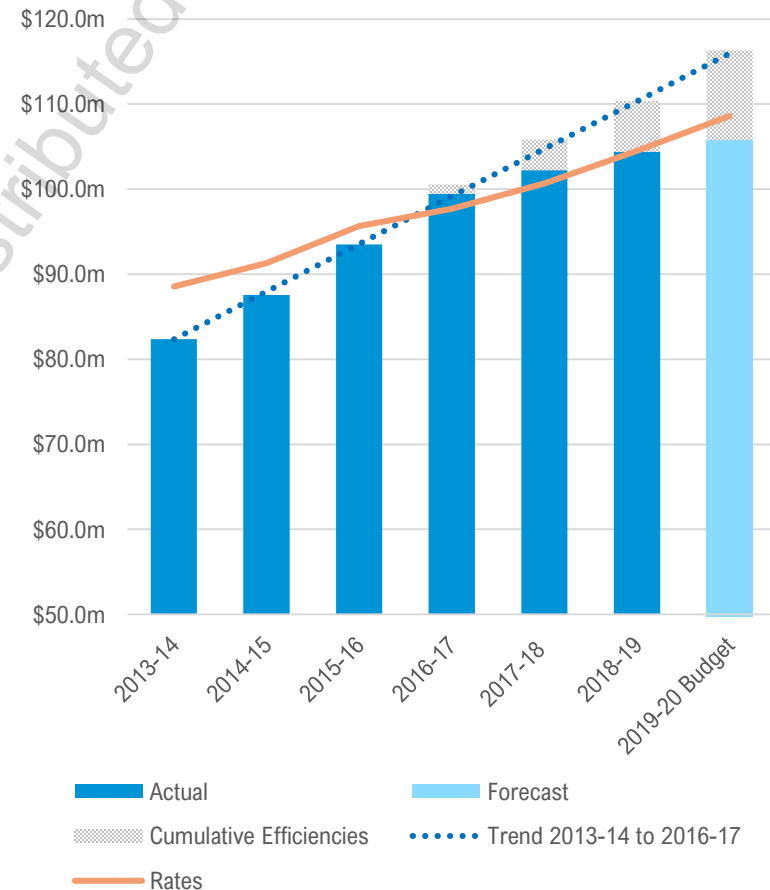
Considerations

- Funding required for Council's services, infrastructure and delivery of the 2020-2024 Strategic Plan
- Impact of freezing the rate in the dollar

Next Steps

- Operational pressures to be considered in March workshop
- Further opportunities to improve the efficiency and effectiveness of services will be considered as part of service planning and performance reviews.

General Operating Expenditure relative to Rates Income



Asset Renewals & Sustainability

- Renewals take priority over enhancements and new projects
- Responsibility to maintain and renew at sustainable levels based on the Asset Management Plans and risk ratings

Allocation for enhancements

- Basis for the prioritisation of streetscape and Park Land upgrades, and value of the investment relative to renewals

Capacity for Greening

- Consider investment to achieve city greening objectives recognising physical and financial constraints

Co-funding opportunities

- Opportunities to leverage funding from State and Federal Government, neighbouring councils and the private and not for profit sector (where it aligns to strategic, asset management, and long term financial plans)

Current position

- Prudential borrowing limit forecast to be exceeded in the last quarter of 2020-21
- Subject to consideration of opportunities arising from the Strategic Property Review
- Workshop on the Strategic Property Review in April

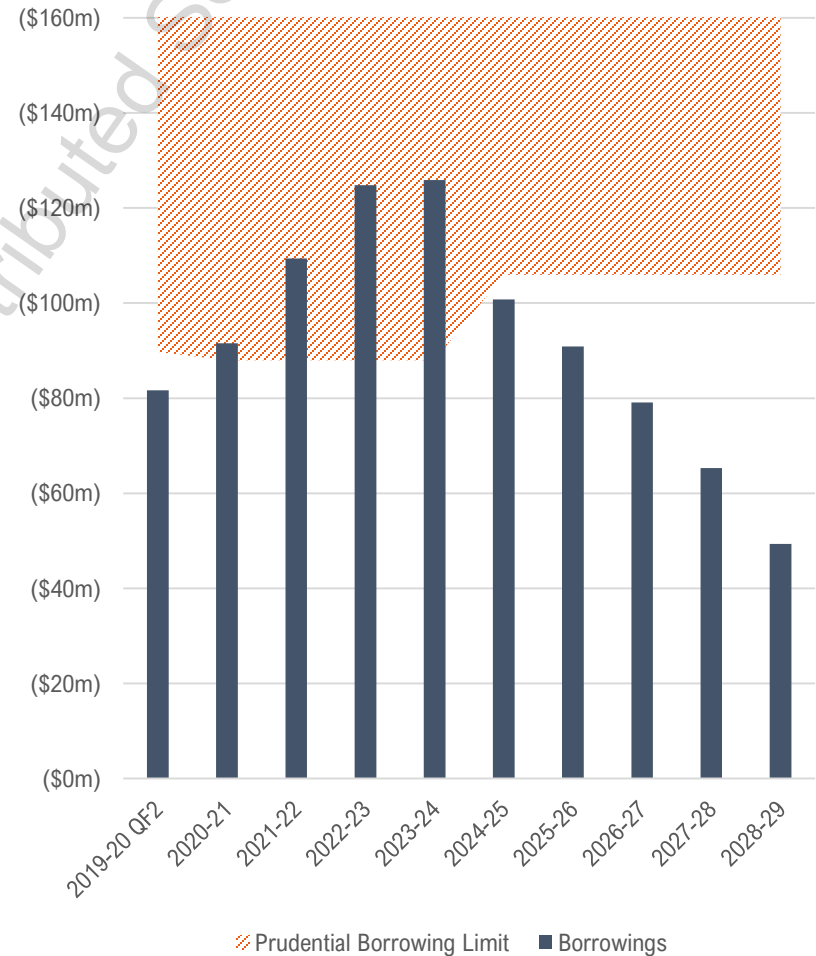
Considerations

- Debt reduction strategy

Next Steps

- Consider actions from the Strategic Property Review in April
- Consider options to reduce borrowings

Forecast Borrowings



What are the key funding priorities for 2020-21 arising from the 2020-2024 Strategic Plan?

Community Outcomes – what we want to achieve together

Thriving Communities

- Healthy and resilient communities
- Safe and welcoming community spaces
- Well-planned and inclusive residential population growth
- Functional zero homelessness
- A safe, affordable, accessible, well-connected city for everyone, and all transport modes
- Increase community use of and access to the Adelaide Park Lands

Strong Economies

- The lowest-cost capital city with the least red tape
- Greater digital capabilities and connectivity through Ten Gigabit Adelaide, enhancing capacity for innovation
- Attraction and retention of a broad range of businesses and investment
- Be a test bed for innovation in diverse industries
- Main streets activated for economic growth

Dynamic City Culture

- Aboriginal people and culture strongly represented in City life
- Beautiful, surprising places
- Global connections and collaborations
- Celebration of diverse community, culture and creativity
- New cultural infrastructure
- Protection, preservation and promotion of our unique built, natural and cultural heritage

Environmental Leadership

- A city where sustainability is core
- A transition to low carbon and circular economies
- Enhanced greening and biodiversity
- A climate ready organisation and community
- Integrated and sustainable development

Delivery Plan - Prioritise

- **Impact** – Visibility to the community
- **Cost** – Repurpose / redirect
- **Time** required to deliver the outcome / benefit

March – Special Workshop

- Council Member Priorities – Opportunity to put forward proposals with support from Administration
- Operations Budget presented by Service Categories
- Proposed Projects for consideration
- Draft Infrastructure Program for consideration

Audit Committee Review

April – Special Workshop

- Review of subsidiary budgets (including capital requests)
- Consider Long Term Financial Plan and borrowings
- Consider the rate in the dollar
- Finalise draft budget for public consultation

Community input in May

- Continue engagement from Strategic Plan development
- Seek input on funding priorities for 2020-2021
- Engagement activities to include traditional and new methods

Finalise Business Plan and Budget in June