



# THE COMMITTEE AGENDA & REPORTS

for the Special meeting

Monday 2 November 2020  
at 5:00 pm

in the Colonel Light Room  
Adelaide Town Hall



Members - The Right Honourable the Lord Mayor, Sandy Verschoor;  
Deputy Lord Mayor, Councillor Hyde (Chair)  
Councillors Abrahamzadeh, Couros (Deputy Chair), Donovan, Hou, Khera, Knoll,  
Mackie, Martin, Moran and Simms.

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## 1. Acknowledgement of Country

At the opening of the Special Committee Meeting, the Chair will state:

'Council acknowledges that we are meeting on traditional Country of the Kaurna 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 Kaurna people living today.

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

## 2. Apologies and Leave of Absence

Apologies:

Councillor Moran

## 3. Discussion Forum

**Strategic Alignment – Thriving Communities**

3.1 Workshop - East-West Bikeway [2016/02813] [Page 2]

## 4. Closure

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# Thriving Communities

## East-West Bikeway

To discuss and seek feedback on a workable route and delivery method for the East-West Bikeway

**Program:** Infrastructure

**Authors:** Daniel Keller & Anna McDonald

## East-West Bikeway Key Messages

The North-South and East-West Bikeways are the subject of the City Bikeways Funding Deed, an agreement between the City of Adelaide (CoA) and the Minister for Transport.

\$12 million has been allocated to the delivery of these two bikeways, \$6 million each from the State Government and CoA.

The City Bikeways Funding Deed ends on 30 June 2021. The Department for Infrastructure and Transport (DIT) has notified CoA that the deed is unlikely to be extended.

The North-South Bikeway is progressing on schedule. The DIT has been notified regarding delays due to third party developments.

There is a risk that the State Government grant funding allocated to the East-West Bikeway will be withdrawn if the bikeway is not delivered by 30 June 2021.

If Council is to deliver the East-West Bikeway in the line with the requirements of the deed, the route alignment and delivery method need to be agreed before the end of December 2020.

The delivery of the East-West Bikeway is included as an action in Council's Strategic Plan 2020-2024 and is listed as a Major Project in the 2020-2021 Business Plan and Budget. Both of these documents have been recently adopted by Council.

# East-West Bikeway Key Questions

## KEY QUESTION

### Route

What are Council Members' views on the workable route option for the East-West Bikeway along Franklin-Flinders-Gawler-Wakefield streets?

## KEY QUESTION

### Delivery

Noting the 30 June 2021 end date of the funding deed, two delivery options have been outlined – a traditional approach or an iterative design approach.

What are Council Members' views on the delivery options for the East-West Bikeway?

# Insert Workshop Title

## Implications

| Implication                | Comment  |
|----------------------------|--|
| Policy                     | Council's Strategic Plan 2020-2024 Thriving Communities outcome seeks to: <i>Implement city access projects (walking, cycling and public transport) in partnership with the State Government, including the North-South and East-West city bikeways.</i> |
| Consultation               | Informal consultation has occurred with the State Government. A broad community engagement process will be undertaken once the project progresses.   |
| Resource                   | Not as a result of this workshop.  |
| Risk / Legal / Legislative | There is a risk that Council will not meet the conditions of the City Bikeways Funding Deed with the State Government if the East-West Bikeway is not completed by 30 June 2021, which includes \$3 million in grant funding allocated to this project.  |
| Implication                | The aim of the project is to improve the liveability of the city and provide transport choices for everyone to access the city.  |

Insert Workshop Title

## Budget/Financial Implications

| Implication                                  | Comment  |
|--|--|
| 20/21 Budget Allocation                      | \$5.826 million is allocated to deliver the East West Bikeway in the 2020-2021 Business Plan and Budget, including a \$2.913 million funding contribution from the State Government. |
| 20/21 Budget Reconsideration (if applicable) | Not as a result of this workshop.  |
| Proposed 21/22 Budget Allocation             | Not as a result of this workshop.  |
| Ongoing Costs (eg maintenance cost)          | Not as a result of this workshop.  |
| Other Funding Sources                        | The 2020-2021 budget for the East-West Bikeway includes a \$2.913 funding commitment from the State Government, allocated via the City Bikeways Funding Deed.                        |

# East-West Bikeway Background

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## City Bikeways Funding Deed

In July 2016 Council approved \$6 million in funding to match \$6 million in grant funding from the State Government to deliver the North-South and East-West Bikeways through the city. The details of the funding agreement and project deliverables are set out in the City Bikeways Funding Deed, which has been signed/sealed by Council and the Minister for Transport.

The Funding Deed expires on 30 June 2021. DIT has advised Council that it is unlikely the deed will be extended beyond this date.

## CoA 2020-2024 Strategic Plan

The delivery of the East-West Bikeway is included as an action in Council's Strategic Plan 2020-2024 as part of the *Thriving Communities* outcome:

*Implement city access projects (walking, cycling and public transport) in partnership with the State Government, including the North-South and East-West city bikeways*

## CoA 2020-2021 Business Plan and Budget

The East-West Bikeway is listed as a Major Project in the 2020-2021 Business Plan and Budget, with \$5.826 million allocated to the delivery of the project (including a contribution of \$2.913 million from the State Government).



# Council Decisions – bikeway decisions in progress (1)

## 9 April 2019

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.

## 10 March 2020

That Council:

1. Requests Administration hold a workshop with Council Members on the currently incomplete City of Adelaide Bikeways Design Guide dated September 2017, with a view to updating and finalising the document before progressing any East-West Bikeway route.
2. Approves Administration to undertake research of business and customer activity on the East-West Bikeway routes to include current perceptions of the streets and feedback focused around their specific needs.
3. Requests Administration also undertake economic analyses of the following:
  - a. The economic uplift of access through a separated bikeway to the Adelaide Central Market, in consultation with the Adelaide Central Market Authority;
  - b. Changes in real estate value changes along the Frome Street Separated Bikeway corridor;
  - c. Economic uplift realised as a result of delivering the Frome Street Separated Bikeway;
  - d. The effects of separated bikeway proposals and iterations that limit traffic flow along the three proposed East-West corridors and how they may affect the City's U Park revenue.
4. Prioritises this work to ensure it is achieved within a timeframe that allows the data, analyses and reports gained to be used to deliver an East-West bikeway within the timeline stipulated in the bikeways Funding Deed with DPTI.

# Council Decisions – bikeway decisions in progress (2)

**12 May 2020**

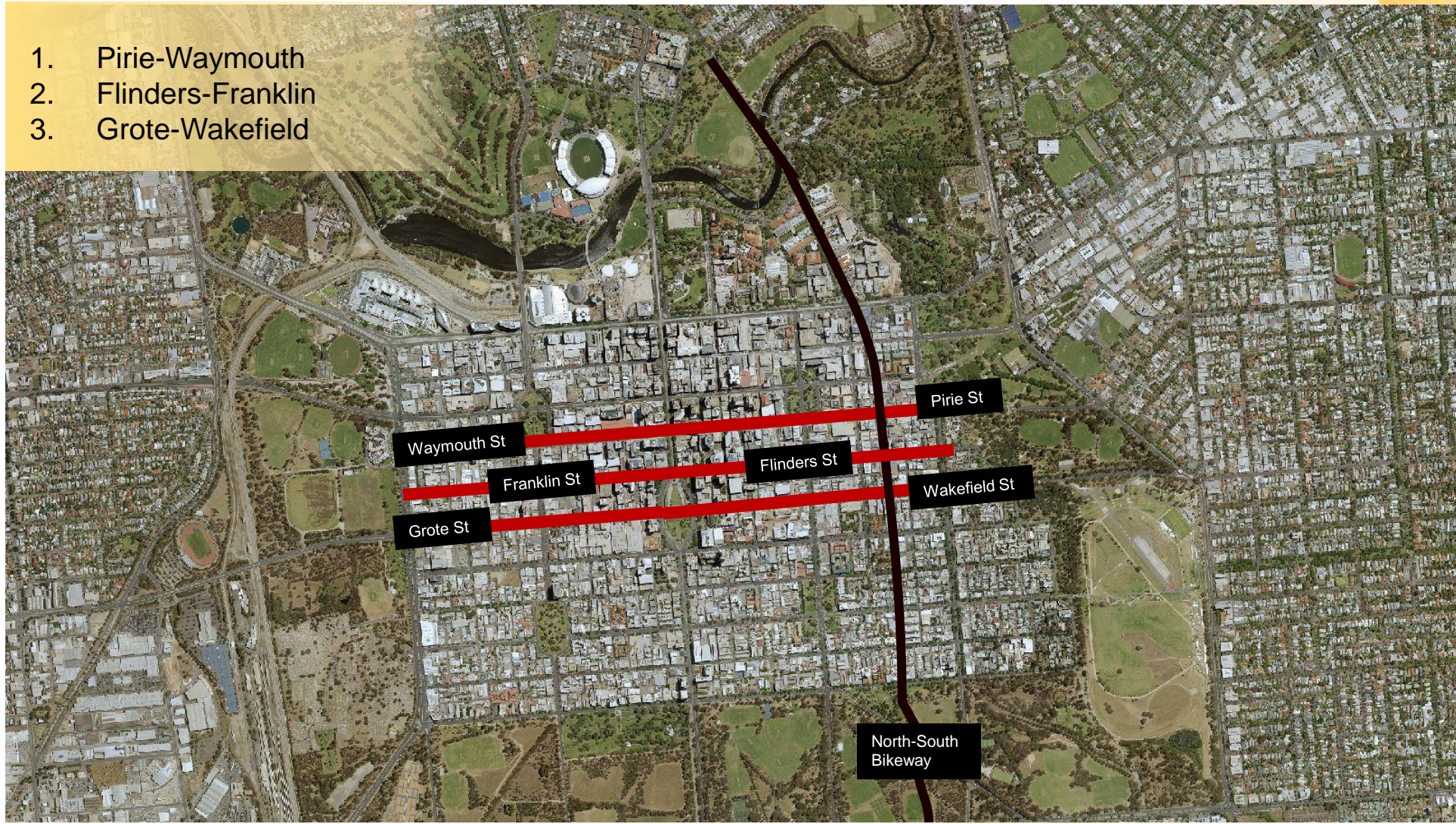
That:

1. Council recognises the potential for increased bikeways in the city to boost community health and wellbeing and stimulate the local economy as part of the coronavirus recovery;
2. Requests Federal Government funding for a city-wide bikeway network;
3. Council acknowledges its commitment to a city wide bikeway network connected to the Adelaide metropolitan area and includes this in the above correspondence.

# East-West Bikeway

## Street corridors considered

1. Pirie-Waymouth
2. Flinders-Franklin
3. Grote-Wakefield



# East-West Bikeway

## Route alignment options

When considering the three main street corridors, a variety of options for connecting an East-West Bikeway through the city have been considered. These include:

### **Pirie-Waymouth – various street layout options**

- Separated bike lanes (best practice approach)
- Separated bike lanes (minimum dimensions)
- Separated bike lanes – one-way street
- Two-way bikeway on one side of the street
- Shared street (pedestrians/bike riders/vehicles all share space)
- Shared traffic (bike riders/vehicles share space)

### **North-South connecting link**

The use of different streets through the eastern and western sections of the city, connecting the streets via a north-south link was considered – for example creating the East-West Bikeway by connecting Franklin Street to Waymouth-Pirie streets via Bentham Street.

Considering the competing priorities in the city and the opportunities and challenges of each of these route options, it is considered that **an East-West Bikeway utilising Franklin, Flinders and Wakefield streets, connected via Gawler Place, is the most workable option.**

# East-West Bikeway

## Key bike connections to the CBD



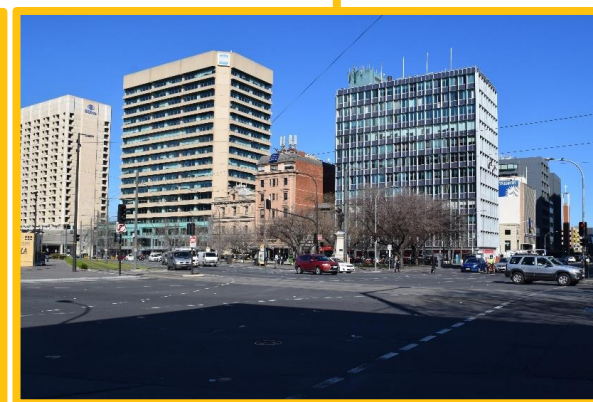
# East-West Bikeway Current bicycle and vehicle daily volumes



## Daily vehicle and bicycle volumes – average weekday

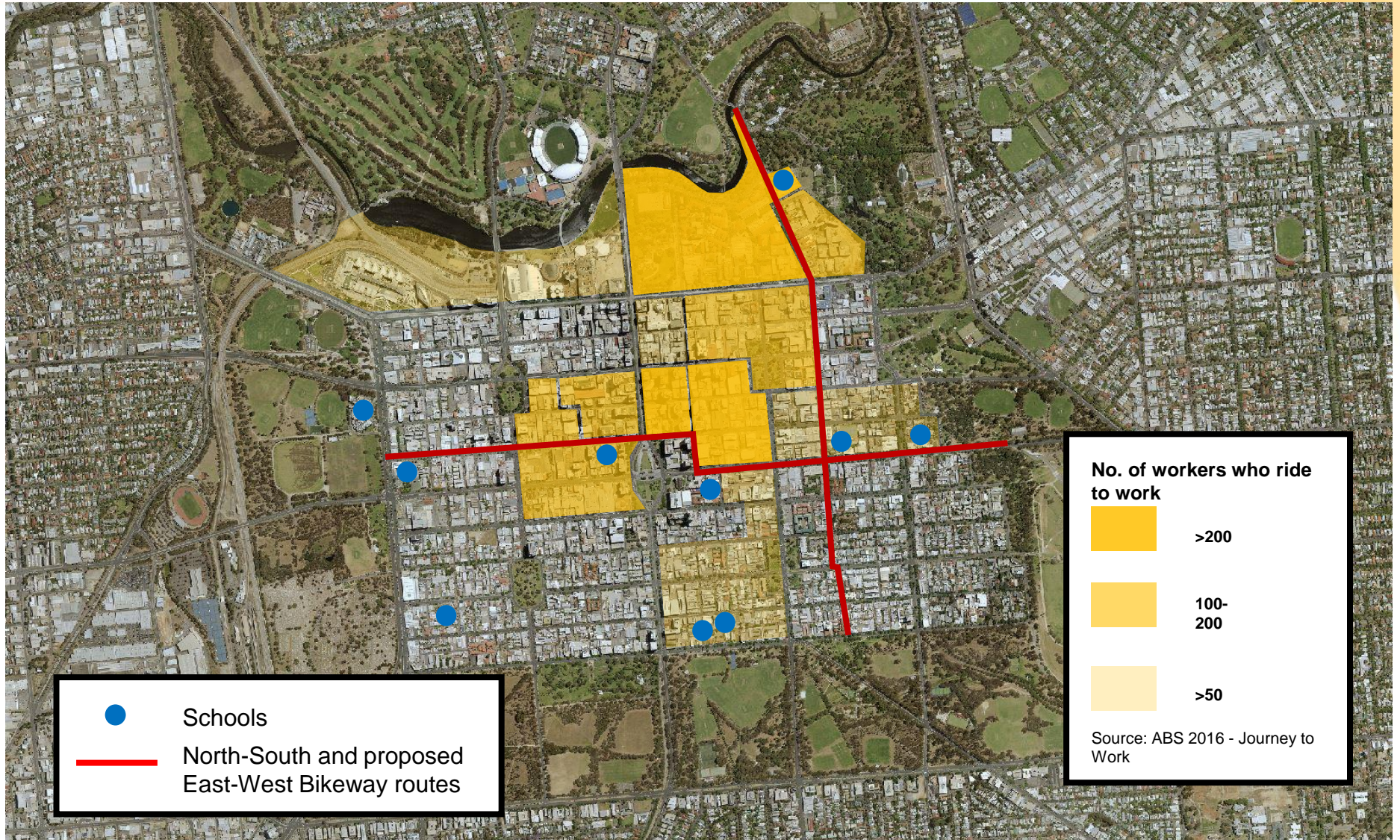
9050 Vehicles  
1050 Bicycles

# East-West Bikeway Franklin-Wakefield



# East-West Bikeway

## Bike rider – workplace destinations





# East-West Bikeway Franklin Street

## Franklin Street (W)

### Current:

One lane of traffic in each direction  
Angle parking (not ticketed) – approx. 130 spaces  
Line-marked bike lane between angle parking and traffic

### With separated bike lanes:

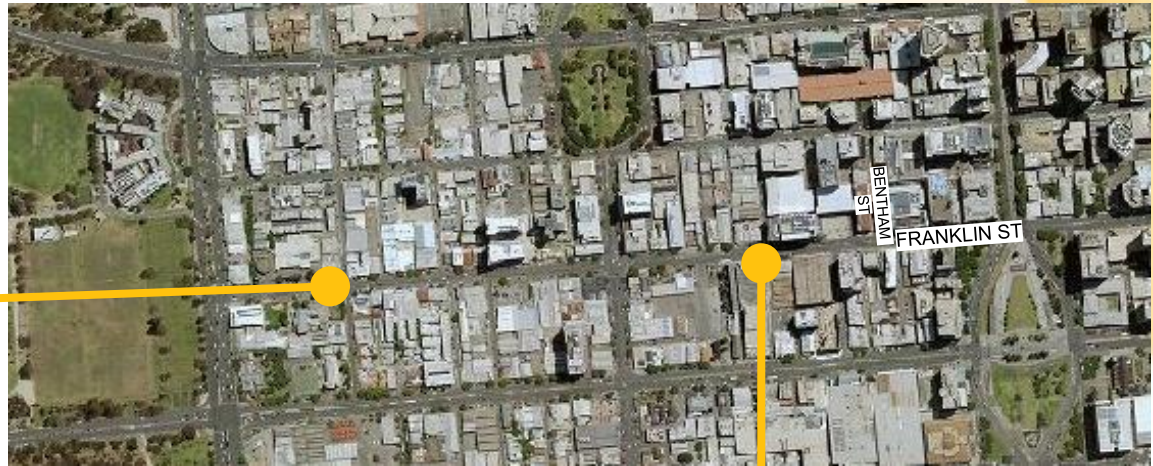
One lane of traffic in each direction  
Parallel parking (full time)

### Key Opportunities:

Utilise existing signalised bike crossing at West Terrace.  
Concept design undertaken previously – could be implemented as Stage 1.  
Safety at drop-off areas could be improved.  
Not used as a bus route.

### Key challenges:

Approx. 45% reduction in parking spaces (60 spaces) – change from angle to parallel parking.  
Replacement of existing accessible parking space.  
Kerb extensions at Elizabeth Street and the Benjamin on Franklin Hotel (ODD).  
Potential conflicts at unsignalized cross-streets.  
Provision of drop-off at schools, churches etc could add cost.



## Franklin Street (E)

### Current:

Two lanes of traffic in each direction  
Parallel parking – approx. 60 spaces  
Line-marked bike lane between parallel parking and traffic

### With separated bike lanes:

Two lanes of traffic each direction (7-9am and 4-6pm)  
One lane of traffic in each direction at other times  
No stopping (7-9am and 4-6pm), parallel parking at all other times

### Key opportunities:

Bikeway could be co-ordinated with planned tree planting.  
Street layout would be similar to Frome Street.  
Existing concept design – could be implemented as Stage 1.  
Not used as a bus route.

### Key challenges:

Approx. 10% reduction in parking spaces (6 spaces).  
Provision of drop-off at hotels, schools etc.



# East-West Bikeway

## Wakefield Street (1)



**New Pedestrian/Bike  
Signalised Crossing**

### Wakefield Street (E)

#### Current:

Two lanes of traffic in each direction  
Angle parking (some ticketed) – approx. 190 spaces  
Line-marked bike lane between angle parking and traffic.

#### With separated bike lanes:

Two lanes of traffic in each direction  
Parallel parking (full time)

#### Key opportunities:

New signalised ped/bike would also provide for safe Park Lands Trail crossing.  
Planned renewal works could provide future opportunities.  
Safety at drop-offs could be improved.

#### Key challenges:

Interactions at bus stops (4)  
Bus stops – infrastructure may need to be moved.  
Estimated approx. 40% reduction in parking – change from angle to parallel (80 spaces). Parking arrangement to east of East Terrace to be resolved.  
Loss of parking revenue – some parking is ticketed.  
Provision of drop-off at school, hospital etc.  
Some existing trees are located in the roadway.  
Potential conflicts at unsignalized cross-streets.

### Wakefield Street (W)

#### Current:

Two lanes of traffic in each direction  
Parallel parking (some ticketed) – approx. 40 spaces  
Line-marked bike lane between parallel parking and traffic

#### With separated bike lanes:

Two lanes of traffic in each direction  
Parallel parking (full time)

#### Key opportunities:

Planned renewal works could provide future opportunities.  
Bikeway could be installed with minimal change to existing street operation.

#### Key challenges:

Estimated that approx. 10% of spaces would be removed to comply with current standards (4 spaces).  
Interactions at bus stops (6)  
Provision of drop-off at school etc.



# East-West Bikeway Wakefield Street (2)

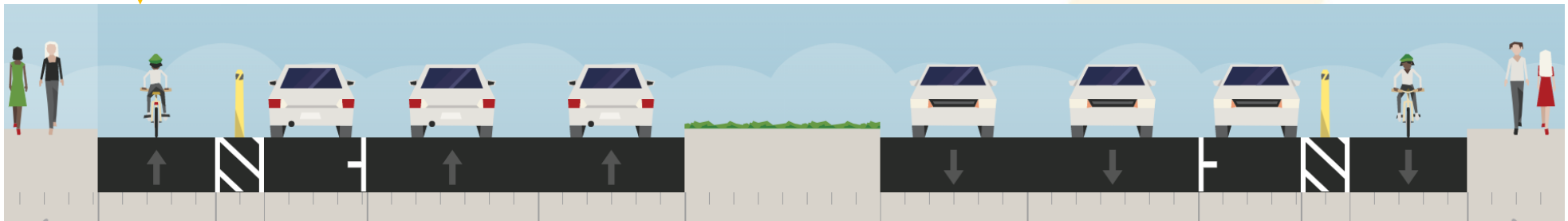
## Example bus stop layout

- A 'floating' bus stop platform could be provided for safe waiting, boarding and alighting.
- Bike riders would safely ride between the bus platform and the footpath
- Bus passengers would have priority (via a zebra crossing) when crossing the bike lane



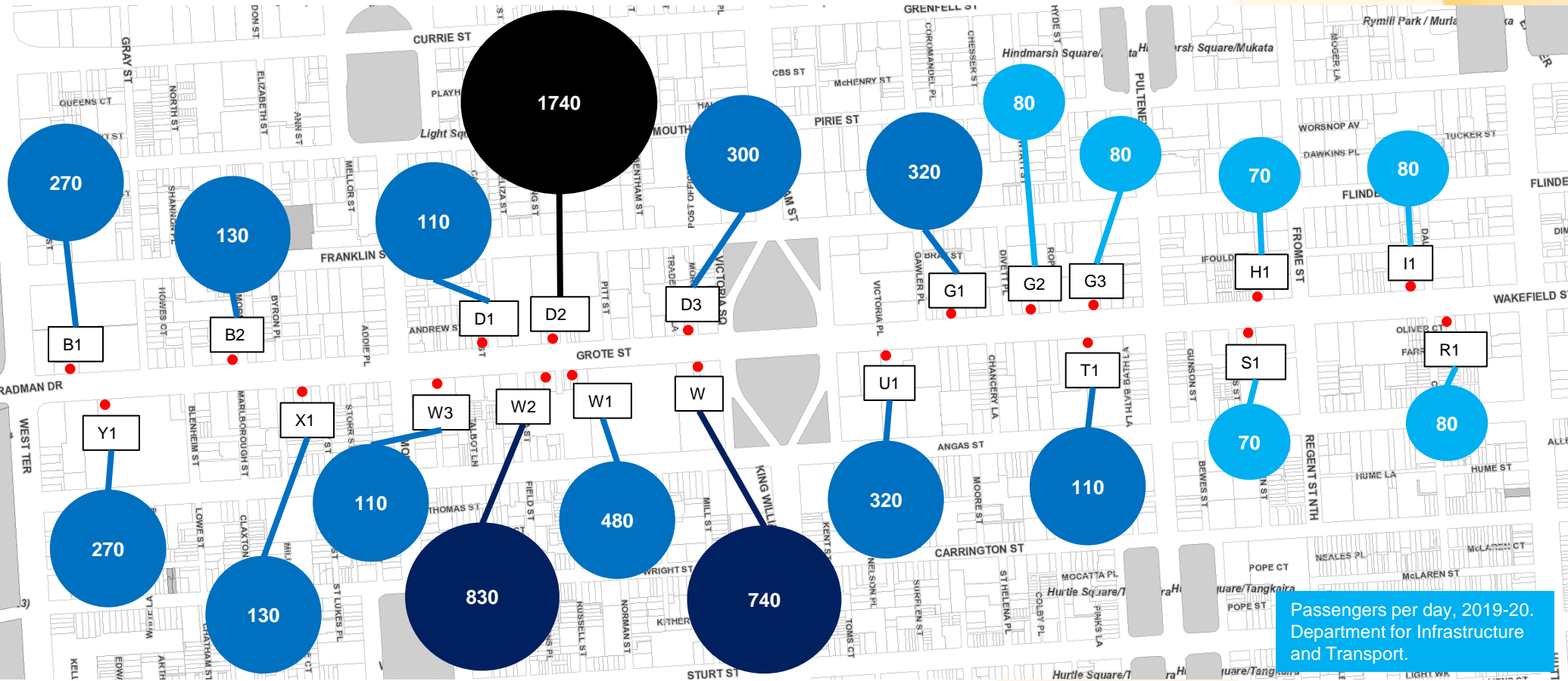
## Possible cross-section

- Two lanes of traffic in each direction and parallel parking in operation at all times
- Retain the median, which is used for turning lanes at intersections
- Separated bike lanes provided with a separation strip to allow space for car doors to open



# East-West Bikeway

## Grote-Wakefield: bus passenger boarding/alighting



## East-West Bikeway

# Franklin-Wakefield – connecting the streets

Two possible options for connecting the streets have been considered:

### 1. Gawler Place (preferred)

Existing traffic signals could be upgraded to accommodate bike movements.

Provides a safe and relatively convenient connection for bike riders.

Lower impact to traffic and parking.

Minimal impact to bus movements.

### 2. Victoria Square

Will require alterations to existing traffic signals and possibly installation of new traffic signals to provide safe crossing points.

There are likely to be delays to general traffic and buses as a result of the required traffic signal changes.

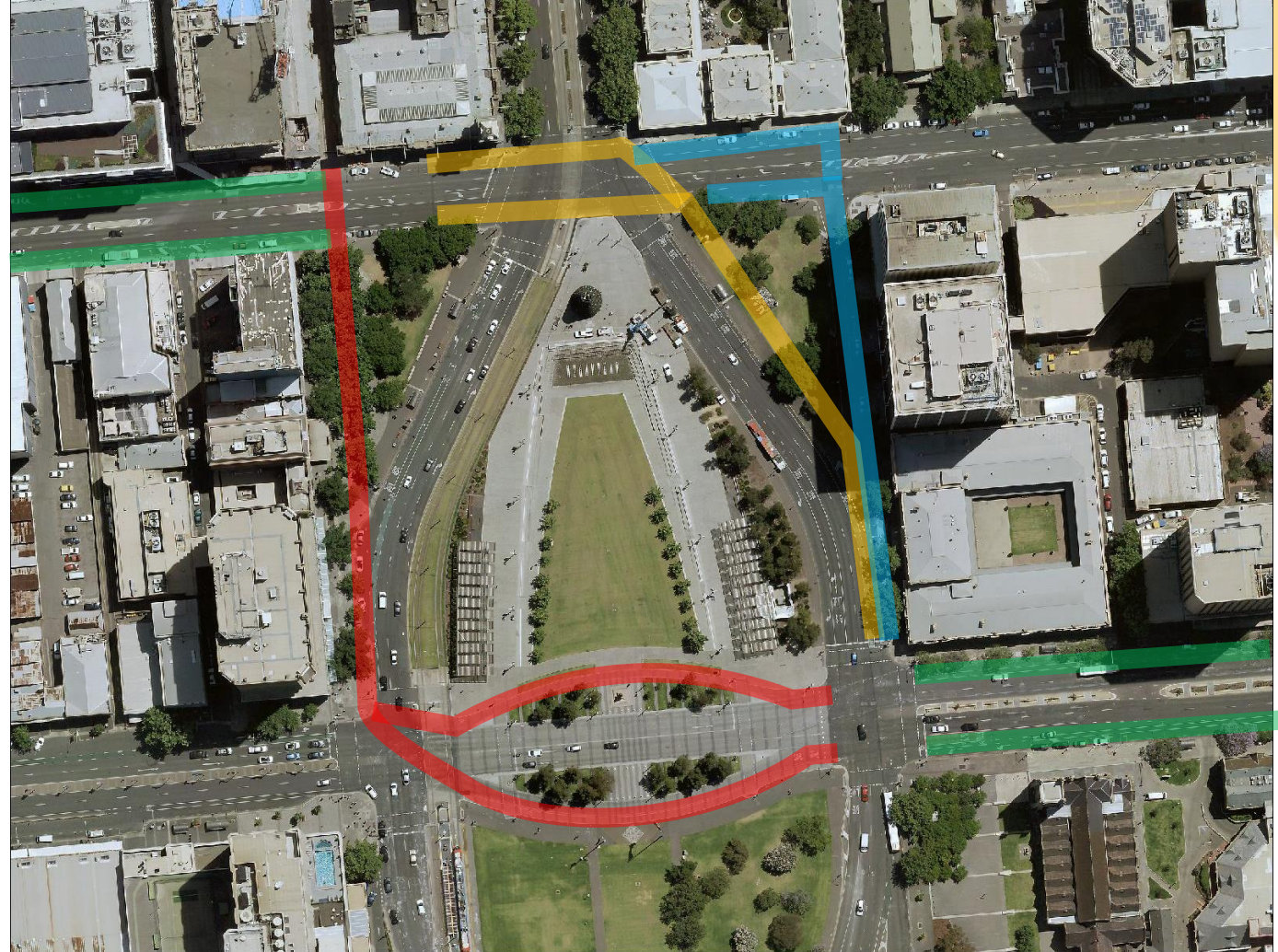
Legibility of the route and delays at traffic signals may discourage bike riders from using the route.



## East-West Bikeway

# Franklin-Wakefield – crossing Victoria Square

- Utilises existing separated bike lanes through the Square and restricted access roadway, reducing required infrastructure
- Closure of Square for events would impact the route
- Diagonal crossing of required of existing signalised intersection
- Requires midblock roadway crossing on Franklin St (possible new signals required)
- Minimises impact to roadways - constructed on Park Lands
- Diagonal crossing required of existing signalised intersections
- Utilises existing roadway
- Requires midblock roadway crossing on Flinders St (possible new signals required)
- Involves interaction with hotel drop-off area



# East-West Bikeway Franklin to Wakefield – Gawler Place

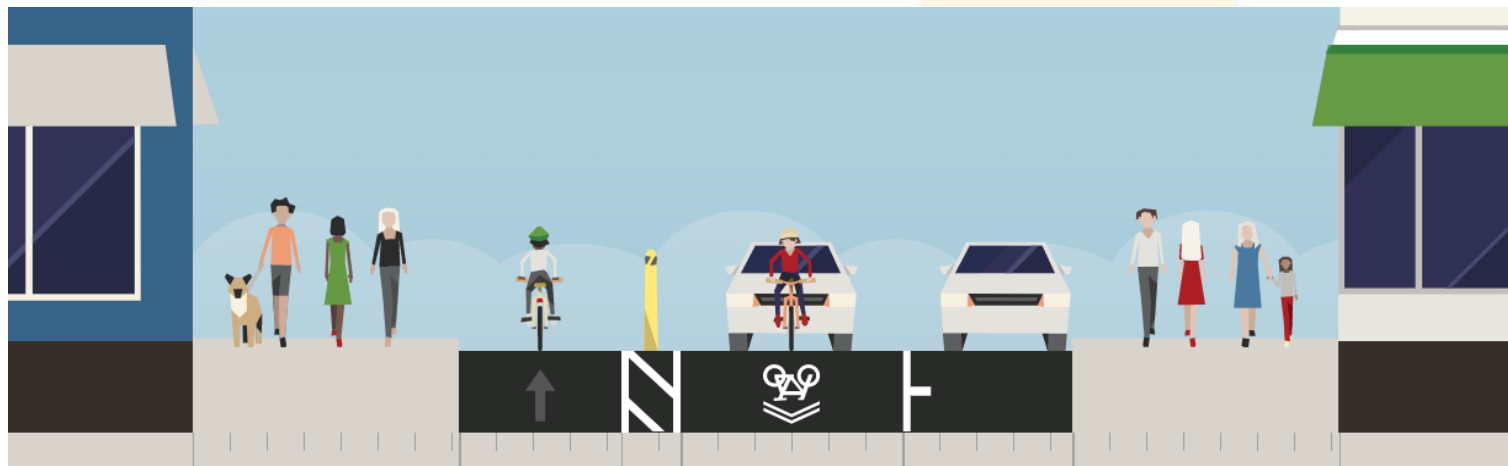
- The street currently accommodates one-way traffic (northbound) and on-street parking.
- The State Centre car park has its entry/exit on this section of Gawler Place.
- The intersections of Gawler Place with Flinders Street and Wakefield Street are already signalised – the right turn movements from the East-West Bikeway into Gawler Place (1) could be made safely via changes to the existing traffic signals.



# East-West Bikeway Franklin to Wakefield – Gawler Place

Traffic arrangements in Gawler Place could be adjusted to accommodate bike riders riding in both directions connecting between the EW bikeways on Franklin St (via Flinders St) and Wakefield St, possibly via:

- Northbound – bike riders to share the lane with traffic
- Southbound – install a new contra-flow separated bike lane
- Existing traffic signals at the intersections of Gawler Place with Flinders Street and Wakefield Street could be upgraded to safely accommodate the necessary turn movements for bike riders into/out of Gawler Place.
- It is expected that these changes could be made with a minor impact to traffic and parking.
- There would be minimal impact to public transport.



Possible layout of Gawler Place



# East-West Bikeway

## Possible next steps

1. **Seek Council approval for progressing Franklin-Flinders-Gawler-Wakefield as the alignment for the East-West Bikeway.**
2. **Seek feedback/support from DIT on Franklin-Flinders-Gawler-Wakefield as the alignment for the East-West Bikeway**
3. **Then either:**

### Traditional approach

Develop concept design, undertake community/stakeholder engagement, followed by implementation.

Construction of the bikeway is unlikely to commence before 30 June 2021 using this approach

Or

### Iterative design approach

Inform the community and stakeholders, develop the concept design and implement the workable option with ongoing stakeholder/community engagement for a set period once the bikeway is in place.

At the end of this period a report would be brought to Council outlining the community/stakeholder feedback and metrics relating to the performance of the street.

Using this approach construction of the bikeway could commence prior to 30 June 2021.

