



THE COMMITTEE MINUTES

for the meeting

Monday 2 November 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 (Deputy Chair), Donovan, Knoll, Mackie, Martin and Simms.

Acknowledgement of Country

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

‘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.’

Apologies and Leave of Absence

Apologies

Councillors Hou, Khera and Moran

Discussion Forum

1. Item 3.1 - East-West Bikeway [2016/02813] [TC]

Discussion Facilitators:

Klinton Devenish, Director Place, City of Adelaide
Matthew Morrissey, Associate Director Infrastructure, City of Adelaide
Dan Keller, Manager Transport Services, City of Adelaide

Precis of topic:

Utilising a PowerPoint presentation, The Committee was provided with an opportunity to discuss and provide feedback on a workable route and delivery method for the East-West Bikeway.

During the discussion:

- Councillor Simms entered the Colonel Light Room at 5.05 pm
- Councillor Abrahamzadeh left the Colonel Light Room at 6.08 pm and re-entered at 6.10 pm

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

Closure

The meeting closed at 6.20pm.

Councillor Hyde (Deputy Lord Mayor)
The Committee Chair

Documents attached:

Minute 1 – Item 3.1 – East-West Bikeway, PowerPoint Presentation

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

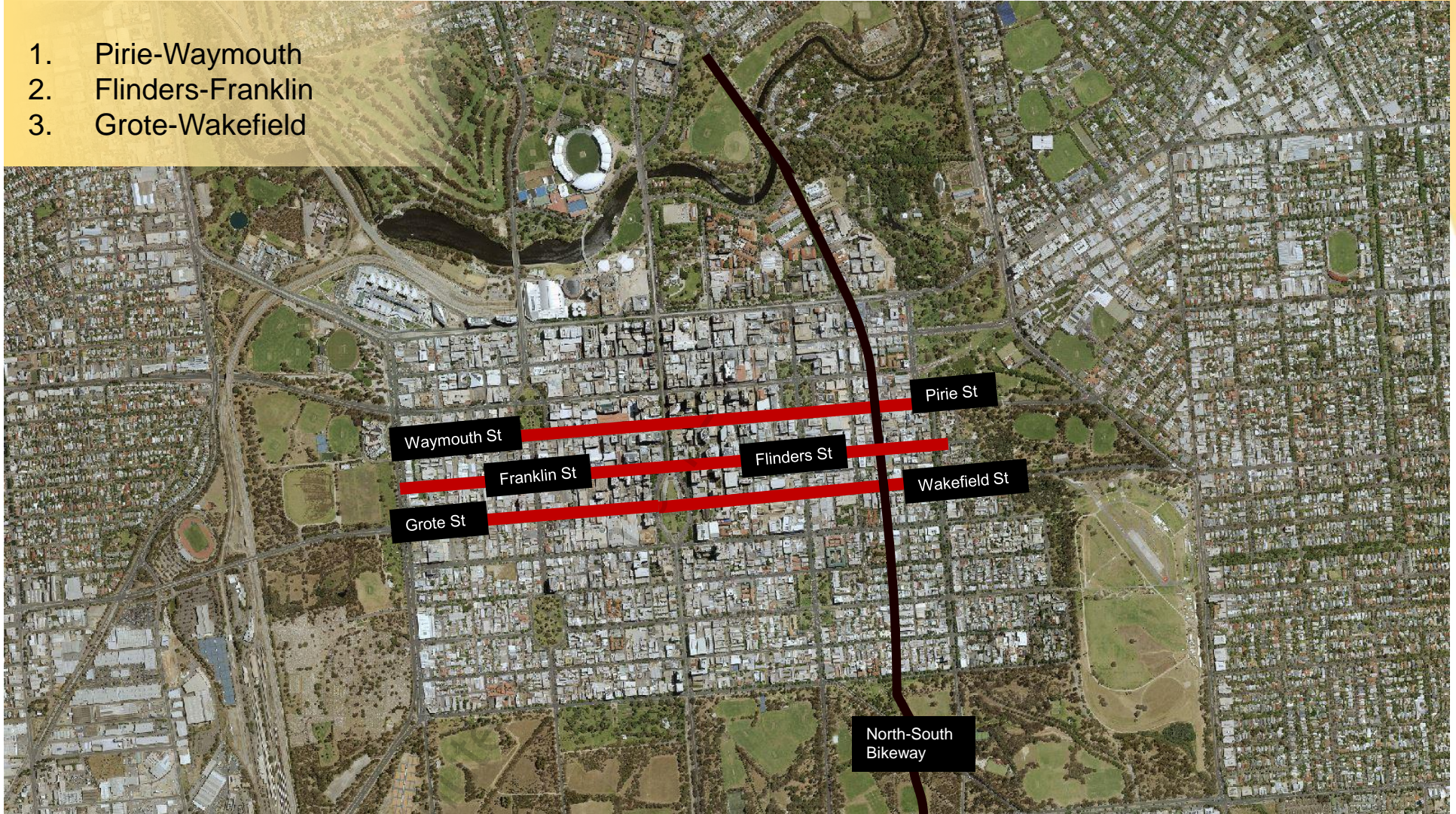
Noting the 30 June 2021 end date of the funding deed, two delivery options have been outlined – a traditional approach or an iterative design approach.

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

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 Current bicycle and vehicle daily volumes



Daily vehicle and bicycle volumes – average weekday

9050 Vehicles
1050 Bicycles

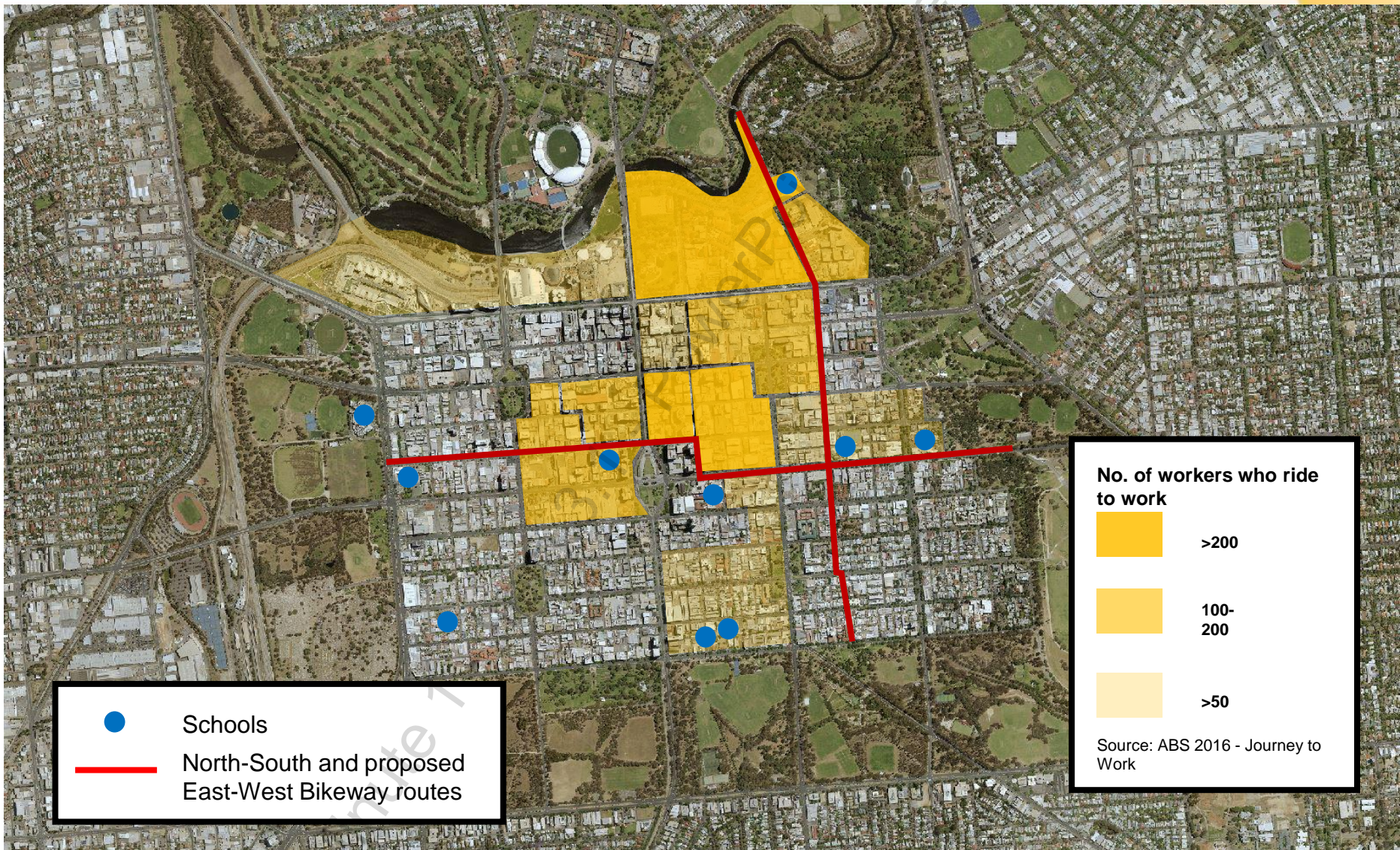
Minute 7 - Item

East-West Bikeway Franklin-Wakefield



East-West Bikeway

Bike rider – workplace destinations



● Schools

— North-South and proposed East-West Bikeway routes

No. of workers who ride to work

■ >200

■ 100-200

■ >50

Source: ABS 2016 - Journey to Work

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)



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 signalled 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 unsignaled 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.



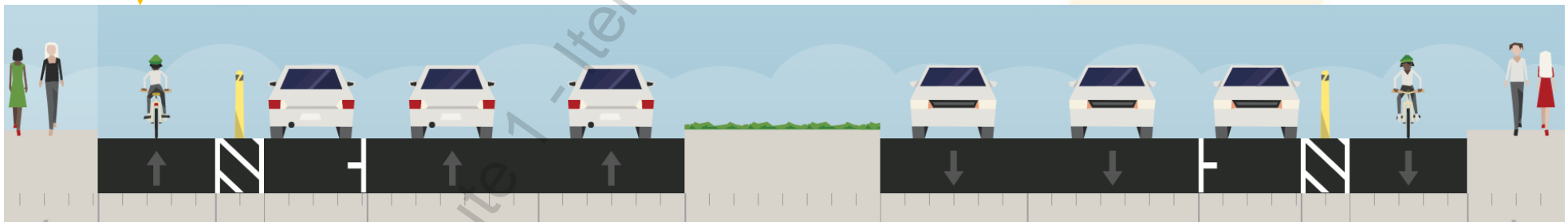
East-West Bikeway Wakefield Street (2)

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

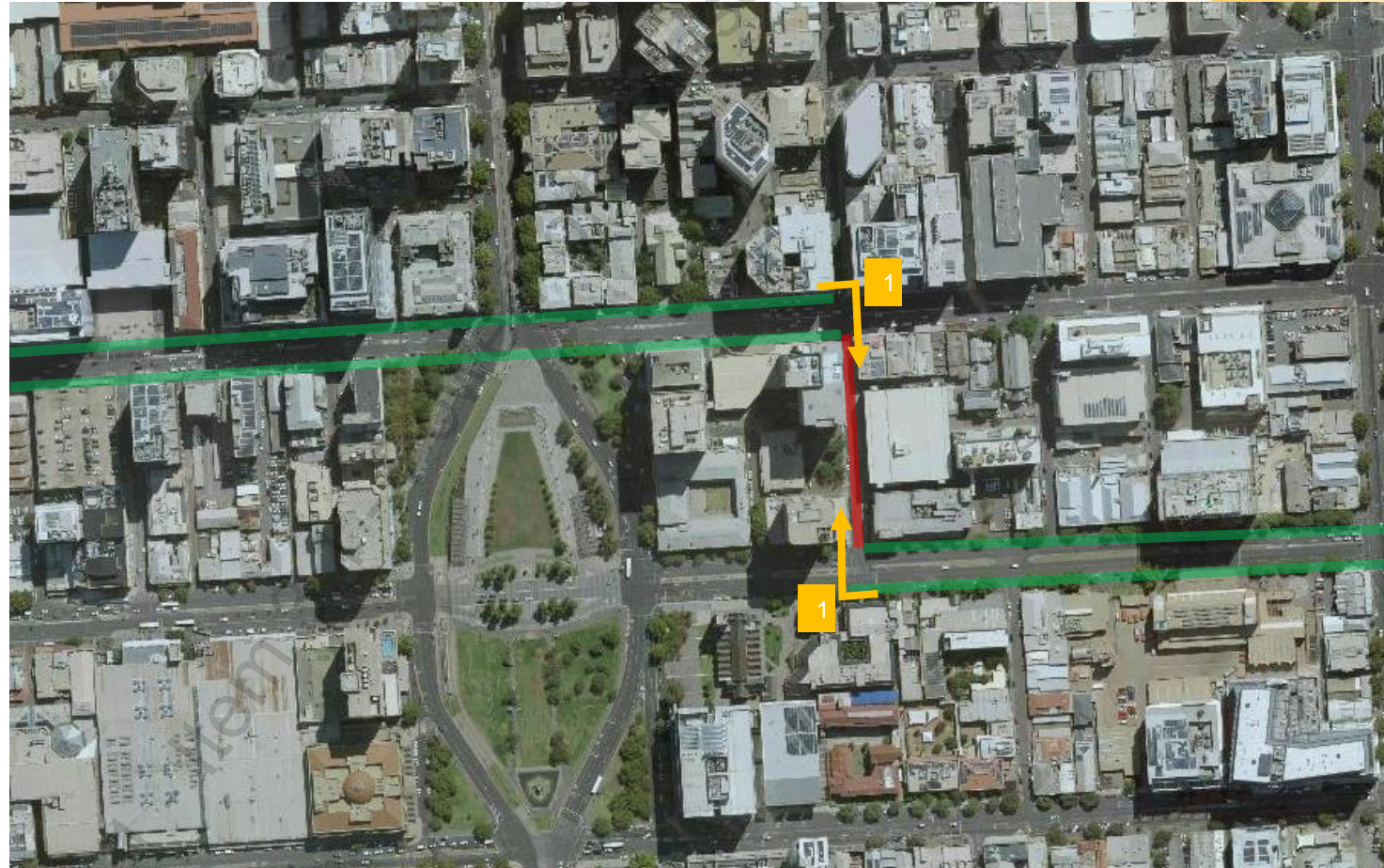
Possible cross-section

- 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 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

Possible next steps

1. **Seek feedback/support from DIT on Franklin-Flinders-Gawler-Wakefield as the alignment for the East-West Bikeway**

2. **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 2020.

