

King William Road Bikeway (Mike Turtur Bikeway / Greenhill Rd)

Road Safety Program
Funding Application
May 2024

The City of Unley is seeking **\$3.67 million** from the State and Federal Governments Road Safety Grant to deliver on the King William Road Bikeway (Mike Turtur Bikeway / Greenhill Road project).

The nominated project is the 'missing link' between the established Mike Turtur Bikeway, the advancing Wood/Weller Bikeway and safer connections to the Adelaide Parklands and CBD. The opportunity to provide an expanded off-road shared path with improved pedestrian and bicycle connections will benefit 2,500 daily movements.

The greener, cooler streetscape design will provide a quality finish to support investment in commercial and residential growth and investment at the King William Road corner and along the Greenhill Road corridor.

This application outlines the following:

- The Project
- Strategic Alignment
- Project Milestones
- Community Consultation Feedback
- Project Design
- Project Benefits
- Project Impacts
- Project Cost Estimate and Delivery Timelines



The Project

The King William Road Bikeway project between Mike Turtur Bikeway (MTB) at the bend and Greenhill Road forms part of the popular MTB route. The MTB is a shared path along the Glenelg to City tram line and is one of the busiest walking and bicycle routes in South Australia.

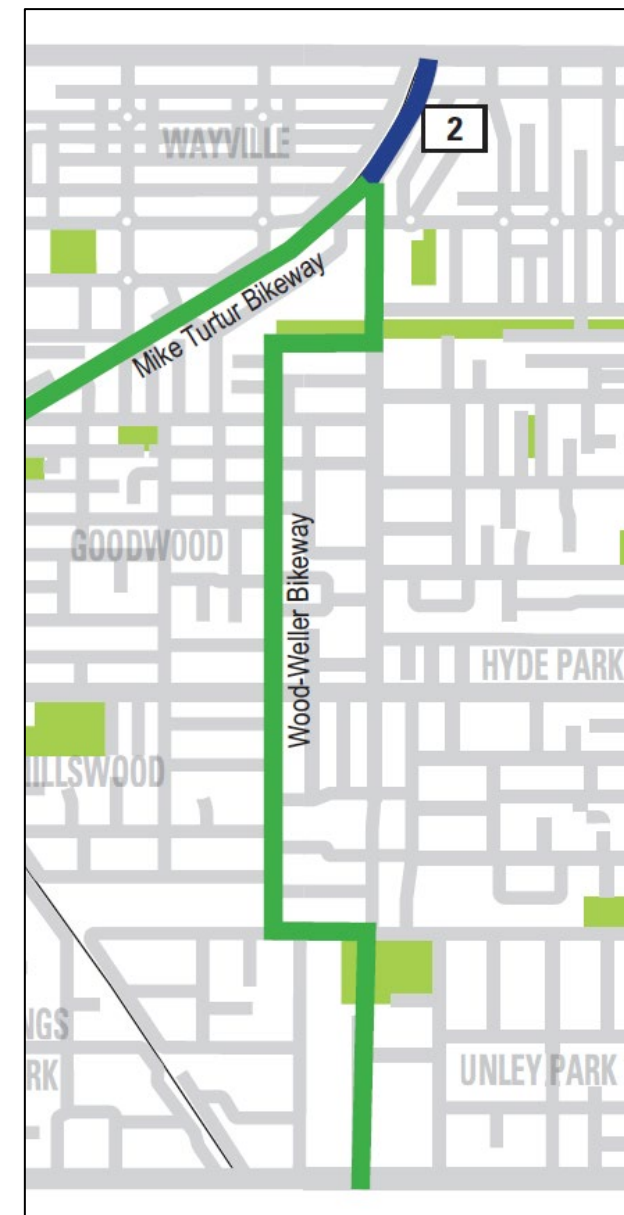
The section of King William Road between Mike Turtur Bikeway and Greenhill Road **experiences over 850 bicycle movements and 1,650 pedestrian movements daily** based on a May 2024 count undertaken just south of Park Lane.

In 2021, the Department for Infrastructure and Transport (DIT), in partnership with Council upgraded the section of bikeway between Musgrave Street and King William Road to improve safety and access for existing users, as well as support and encourage new users. The project involved upgrading the shared path to four metres wide and improving the safety and amenity of the route through upgraded lighting, improved use of materials, improved connections to linked bicycle routes and increased landscaping/greening.

A missing link along the MTB is **the section along King William Road between MTB/bend and Greenhill Road**. The existing walking and bicycle facilities on this section of road comprises of a sub-standard 2.5 metre shared path, non-standard pedestrian crossing facilities and an on-road morning peak (7-9am) bicycle lane located between busy left and through traffic lanes.

Council commenced the King William Road Shared Path streetscape improvement design project in 2020/21 FY, with community consultation undertaken in October / November 2020. The detailed design for the project was completed in March 2024.

This project will also form part of the regional Wood-Weller Bikeway route linking City of Mitcham to the City of Adelaide (refer to image on left).



Strategic Alignment

This project is strongly aligned to Council's Walking and Cycling Plan, Community Plan and Integrated Transport Strategy.



City of Unley Community Plan 2033



The Community Plan is the Council's leading strategic document and identifies priorities for the City to 2033. The Plan is underpinned by a shared vision for the City, which is 'recognised for its enviable lifestyle, environment, business strength and civic leadership.' The Community Plan provides the vision, strategies, and framework for the future of the City of Unley.

Two objectives in the Plan's Community Living theme that relate to walking and cycling (1.1 and 1.5) are:

Our community is active, healthy and feels safe

Our City is connected and accessible

City of Unley Four Year Delivery Plan 2021-2025



The Four Year Delivery Plan outlines how Council will deliver the vision, strategies and framework set-out in the City of Unley Community Plan 2033.

To achieve the key objective (1.5) 'our city is connected and accessible' it identifies as a key initiative/project:

The continued implementation of the Walking and Cycling Plan.

Unley Integrated Transport Strategy



Unley's Integrated Transport Strategy aims for a transport system that is safe, accessible, sustainable, and effective. A key focus area is 'Active Transport' with the following two targets:

Double the amount of active transport journeys to work by Unley residents (target of 9.4% walking and 7.4% cycling).

Record the highest number (percentage of population) of sustainable transport journeys undertaken by our local community, when compared to the rest of metropolitan Adelaide.

Project Milestones

This project has been delivered from concept design, consultation to detailed design over a 3-to-4-year period. The key project milestones / timelines are summarised below.

June 2020

Project budget was endorsed by Council as part of the 2020-21 Annual Business Plan and Budget to undertake design and consultation on the project.

September 2020

At the meeting held on 28 Sept 2020 Council endorsed two options to proceed to community consultation. Options included:

- Option 1 – On-Road Separated Bike Lane
- Option 2 – Off-Road Shared Path.

October / November 2020

Consultation was undertaken on the proposed concept design options between 13 October 2020 and 4 November 2020.

April 2021

At the meeting held on 27 April 2021 Council endorsed '*Option 2 – Off-Road Shared Path*' as the final concept design to proceed to detailed design.

August 2021

Contract awarded to preferred consultant to undertake Detailed Design.

March 2024

IFC drawings completed and DIT sign-off of traffic signal drawings and TIS associated with KWR / Greenhill Road changes.

CONSULTATION PROCESS

Community consultation was undertaken over a three-week period between **13 October and 4 November 2020**. To raise awareness of the consultation process, the Administration undertook the following activities:

- A consultation letter was prepared and distributed to 110 local residents, business owners, and property owners located along the project corridor.
- Information signage was placed along the project corridor, including at affected bus stops, with a summary of the proposal and directing readers to Council's Your Say website (yoursay.unley.sa.gov.au/kwbikeway).
- An Unley Bicycle User Group (UBUG) and Bike Adelaide drop-in session was held where members could come in and discuss the proposal.
- An email was sent to 10 key stakeholders including UBUG, Bike Adelaide, RAA, Walking SA, Friends of the City of Unley Society (FOCUS), and local schools with a summary of the proposal and directing them to Council's Your Say website. This resulted in the promotion of the project on Bike Adelaide's and the Active Transport Adelaide's Facebook Pages.



Home / King William Road Bikeway - Bike Facility Consultation

King William Road Bikeway - Bike Facility Consultation

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Consultation has concluded

In October 2020 we consulted with the community on two options to improve bike infrastructure along King William Road (300m section from Mike Turtur Bikeway to Greenhill Road). Community feedback was considered and, on 27 April 2021, Council endorsed the concept for [Option 2 - Off-road Shared Path](#).

BACKGROUND

The Mike Turtur Bikeway, and its continuation along King William Road, connects into the Adelaide Park Lands and Adelaide CBD. It is one of the most popular off-road bike routes and carries up to 1000 bike riders per day, including commuters and recreational users, who are typically experienced riders confident mixing with vehicles.

There is currently a shared path along the western side and a southbound bike lane. However, there are a number of clear deficiencies that mean that the existing arrangement is not appropriate for all types of riders. We aim to encourage all types of bike riders to feel comfortable using our street network. To achieve this, we engaged with the community on two options:

- Option 1 - On-road Separated Bike Lane
- Option 2 - Off-road Shared Path

[View options presented to the community.](#)

Document Library

- [Different bike rider groups we design for \(495 KB\) \(pdf\)](#)
- [Design Intent and Design Standards \(14.6 MB\) \(pdf\)](#)
- [Council Report - April 2021.pdf \(2.13 MB\) \(pdf\)](#)
- [Consultation Options \(12.7 MB\) \(pdf\)](#)
- [Endorsed Concept Design \(4.66 MB\) \(pdf\)](#)
- [Feedback Summary \(951 KB\) \(pdf\)](#)

CONSULTATION FEEDBACK

At the conclusion of the three-week consultation period, Council received a total of 96 written submissions. This comprised of 93 survey submissions (92 on-line and 1 hard copy) and three email submissions from Unley BUG, Bike Adelaide and RAA.

Of the 93 survey submissions, 63 (68%) of the respondents were Council residents, with 30 (32%) located outside of the City of Unley. Only 4 (4%) survey submissions were received from people along the project corridor. This mix of respondents is not unexpected noting the MTB runs through multiple council areas and suburbs.

Strong support for improvements to the current bicycle facilities along King William Road (MTB / Greenhill Road) was received, with only four of the 93 survey respondents not supporting either of the options presented.

Of those who supported the project however, it was evenly split between the two options presented, with a slight preference for Option 2 – Off Road Shared Path:

- 45 (48%) preferred Option 2.
- 42 (45%) preferred Option 1.

From the key stakeholders, Unley BUG did not state a preferred option, Bike Adelaide preferred Option 1 (however did not endorse the design in its current form) and RAA preferred Option 2.

PREFERRED OPTION ENDORSED BY COUNCIL

Based on the community feedback, including further Administration discussions with DIT, CoA and Unley BUG, Council endorsed ***Option 2 - Off-Road Shared Path*** for the following reasons:

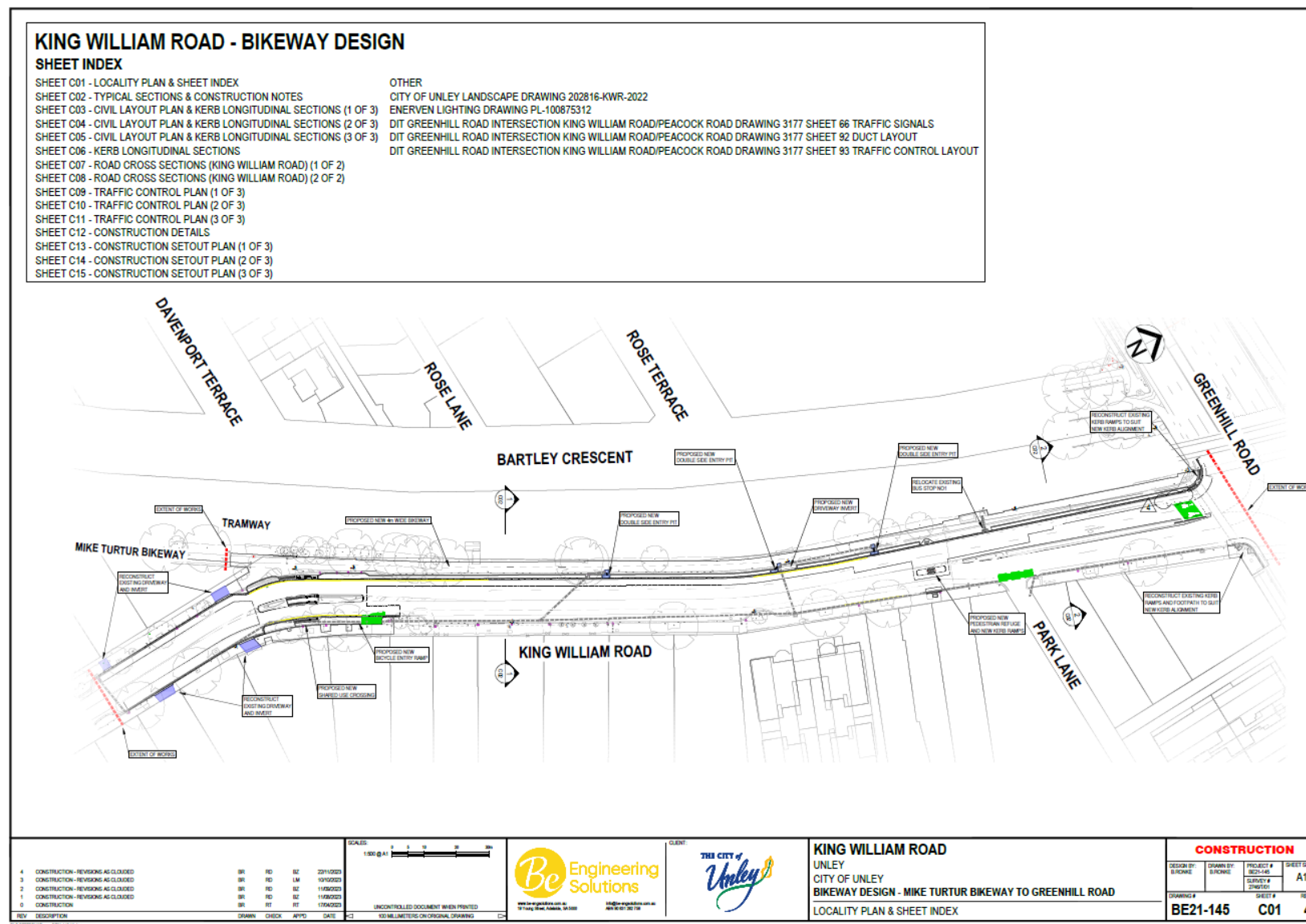
- was slightly more preferred by the community.
- better caters for the 60% interested but concerned bike rider group.
- provides better connectivity with Mike Turtur Bikeway.
- includes a more intuitive bus stop design.
- includes a more intuitive pedestrian refuge adjacent Park Lane.
- will provide a good level of service for bike riders at King William Road / Greenhill Road Intersection.
- has the lesser impact to on-street parking and outdoor dining.
- provides for increased landscaping and street tree / planting opportunities.

Project Design

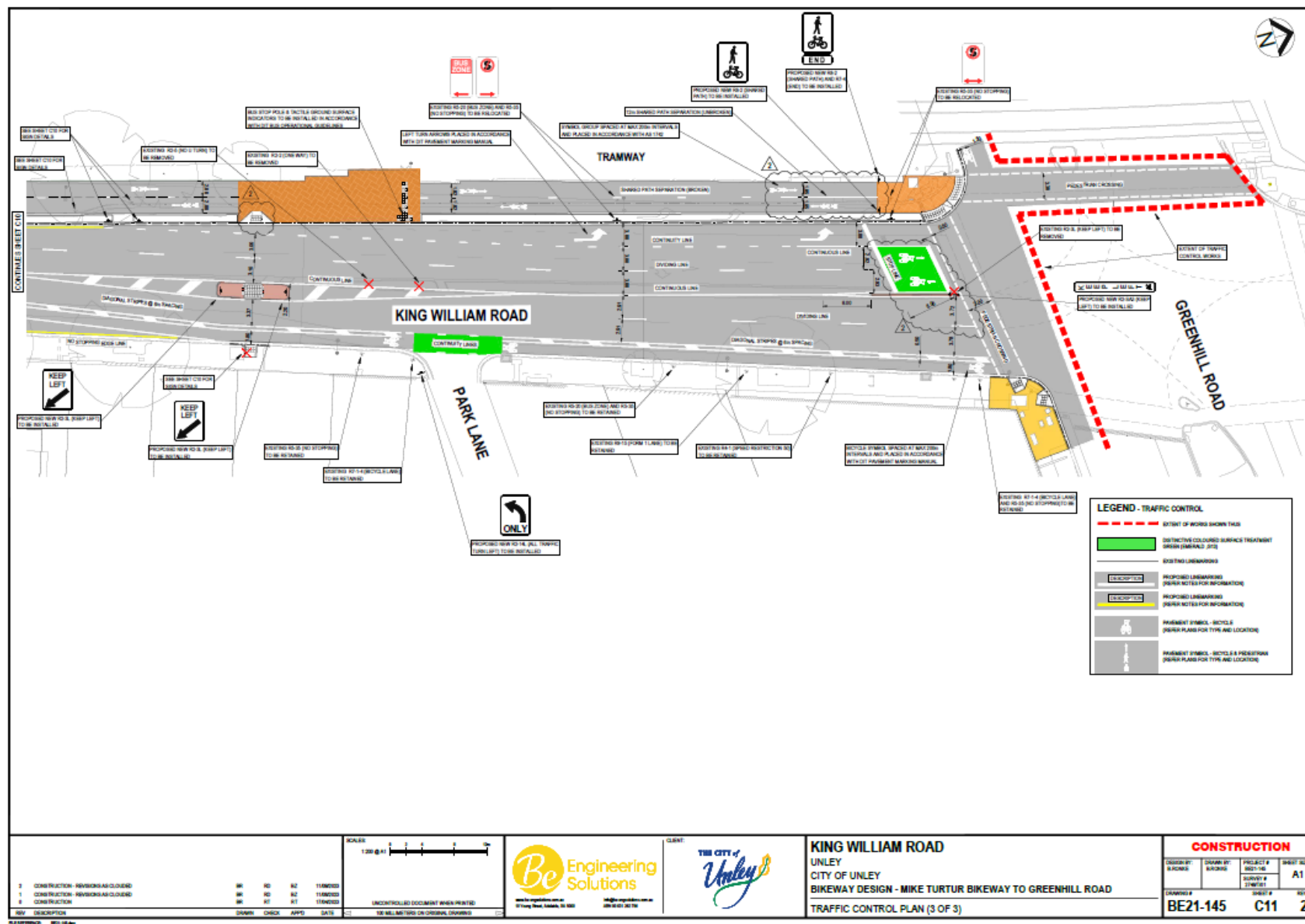
Issue for construction drawings have been prepared including the Landscape Design, Safety in Design Register, Technical Specification, signed Traffic Impact Statement and DIT approved traffic signal drawings.

Should Council be successful in receiving the Road Safety Grant Funding to deliver this project, the project is ready to be tendered for construction.

Full set of documentation can be presented to DIT on request.

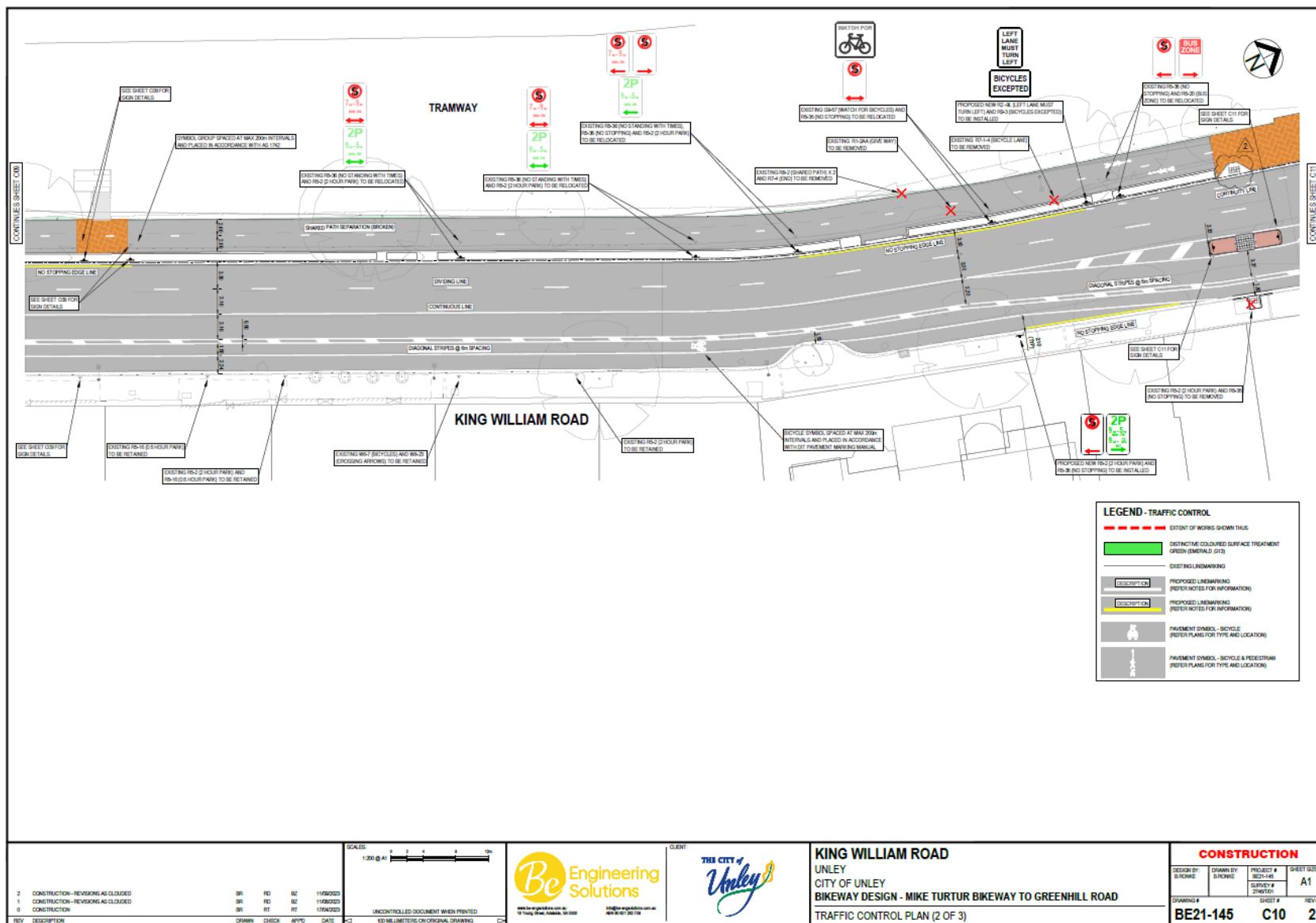


Project Design (cont....)



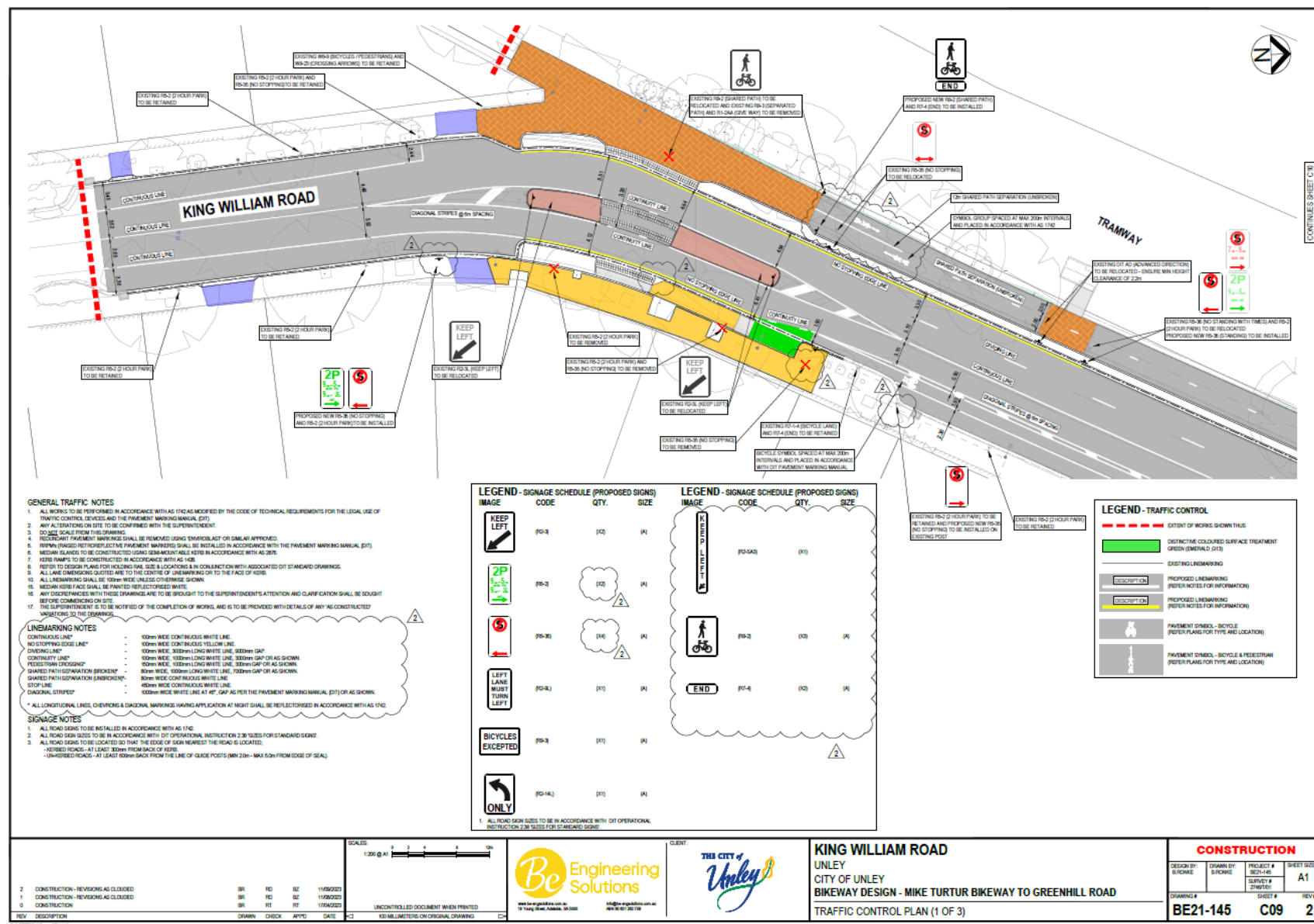
Full IFC document set, including Landscape drawings and DIT signed TIS is provided as an attachment to this application.

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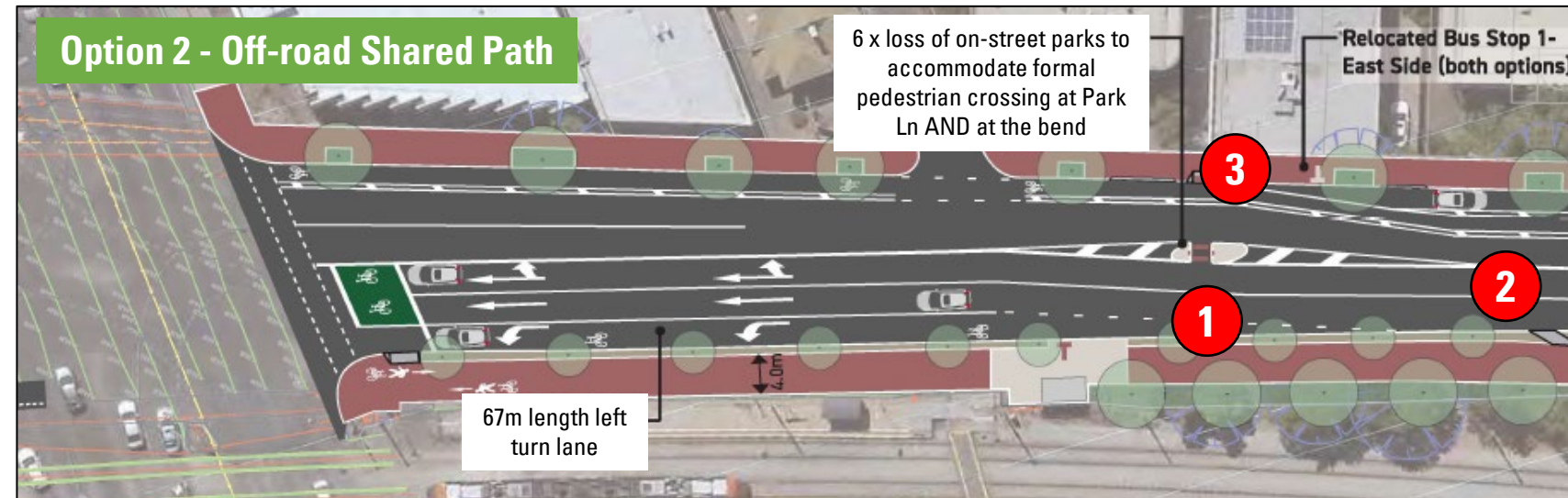
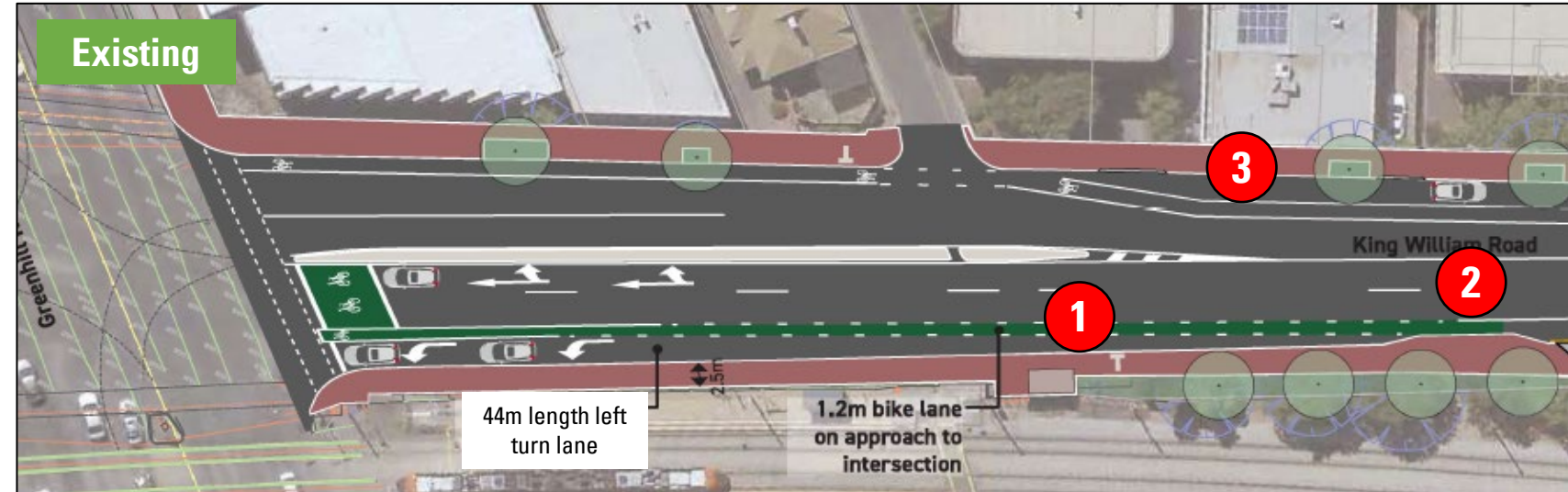
Project Benefits include:

- Provision of consistent **4m shared path** (up from 2.5-4m existing).
- Improved southbound bike lane with buffer.
- Maintained bike box at KWR approach for right/diagonal turns.
- **Two new pedestrian crossing facilities**, south of Park Lane and at the bend.
- **175m²** of additional landscaping.
- **41** new trees.
- **Calmer traffic** environment.
- **Relocated bus stop timing point** (Stop 1 KWR- Northwest side) to just south of Young Street (Stop 2 KWR – West side).



Project Impacts include:

- Perceived reduced left turn length, as vehicles currently queue on bicycle lane.
- Reduced traffic capacity to one lane in the northbound direction during **off-peak periods**.
- Loss of **6** on-street parks to support new pedestrian crossing facilities at Park Lane and at the Bend.



Project Cost Estimate and Delivery Timelines



A detailed cost estimate undertaken by North Projects to deliver the project including civil, landscaping and project management is provided as an attachment to this application.

The cost estimate, which forms the basis of this funding application to DIT is:

\$3.67 million.

HIGH LEVEL PROGRAM on the basis a funding agreement is established by June 2024.

June-July 2024	Prepare tender documents
July- August 2024	Tender for construction works and select preferred contractor.
September 2024	Community notification
October 2024 – March 2025	Construction