



# MIKE TURTUR BIKEWAY UPGRADE

## Community Feedback Questions and Responses 5th June 2020

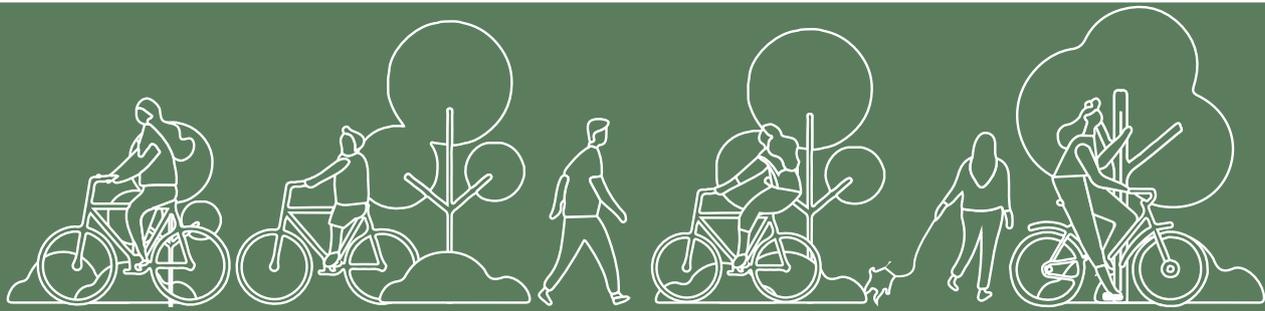
### What path design options were considered and who is involved in the project?

- The proposal to improve the Mike Turtur Bikeway from King William Road to Musgrave Street is a partnership between the Department of Planning, Transport and Infrastructure and the City of Unley. DPTI previously relocated the tram corridor fencing in 2017, closer to the rail to allow for a future widening of the Mike Turtur Bikeway.
- This fence alignment is the absolute minimum required to allow for the operation of the tram line and therefore it is not possible to move the fence any further towards the rail.
- The removal of the old rail fence will enable widening of the bikeway to the west and for revegetation of the area previously within the rail corridor. The design has been developed to reduce impact on vegetation where possible including regulated trees.

### What options were considered for separate walking and cycling paths?

- A two-way separated path was considered in the early development of the concept.
- A two-way separated path consists of a bi-directional pedestrian path on one side of the corridor and a bi-directional bicycle path on the other side separated by line marking or a buffer zone.
- The minimum width of the treatment would result in a 2.5m bike path and a 2m pedestrian path for a total of 4.5m width with minimum separation between users. This is unlikely to provide a comfortable experience as it won't afford the opportunity for people walking or jogging side by side or people riding side by side if there are oncoming users. Furthermore, without a physical barrier separating different user groups, it is likely that some people will illegally walk on the bike path. Under the Australian Road Rules, a pedestrian must keep out of the path of any bicycle when crossing or stepping out onto the path which places the onus and risk back onto the pedestrian.
- To mitigate some of these issues by providing greater separation between the two parallel paths would result in a facility that is considerably wider than the proposed 4m shared use path and remove more existing vegetation and severely limit future landscaping.
- Wide shared use paths similar to that proposed for the Mike Turtur Bikeway have been implemented in areas where there is a large number of people walking and riding including the Marino Rocks Greenway in Goodwood and Edwardstown and the Outer Harbor Greenway through Bowden and St Clair.





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## How will the ramp connection with Bendall Avenue be achieved?

- The pedestrian ramp at Bendall Ave will be designed to be accessible to a range of users.
- The ramp matches into the start of the existing steep ramp and switches back to meet the path.
- A more direct ramp or a set of stairs to complement the ramp was not possible without impacting further on the vegetation.
- The current design requires the removal of one of the three White Cedar trees at the end of Bendall Ave and will be constructed as a structure with footings to minimise impact to the trees that are being retained.

## How will access to Tram Stop 2 be provided?

- The current station access will be reconfigured to enable a wider 'plaza' style directly adjacent Tram Stop 2.
- The existing ramps will be demolished and a new more compact ramp at the northern end of the platform will be constructed with a set of complementary steps providing direct access to the platform.

## What changes at the connection with Musgrave Street?

- The path will tie-in to the existing surface treatments, traffic control measures, driveway access and planting beds with any changes to concrete edging and existing landscape works to be developed with adjacent residents.

## Is DPTI undertaking consultation?

- The project is a partnership between DPTI and the City of Unley and consultation is being undertaken by the City of Unley.
- All consultation feedback will be considered by DPTI and the City of Unley to inform the final design outcomes.
- In terms of construction works, DPTI will be undertaking the civil construction works and Council will undertake the landscape works.
- Notification with details of the timing of works and any traffic management requirements will occur prior to commencement.

**Please note the consultation timeframe has been extended to the 15th of June to provide more opportunity for community feedback.**

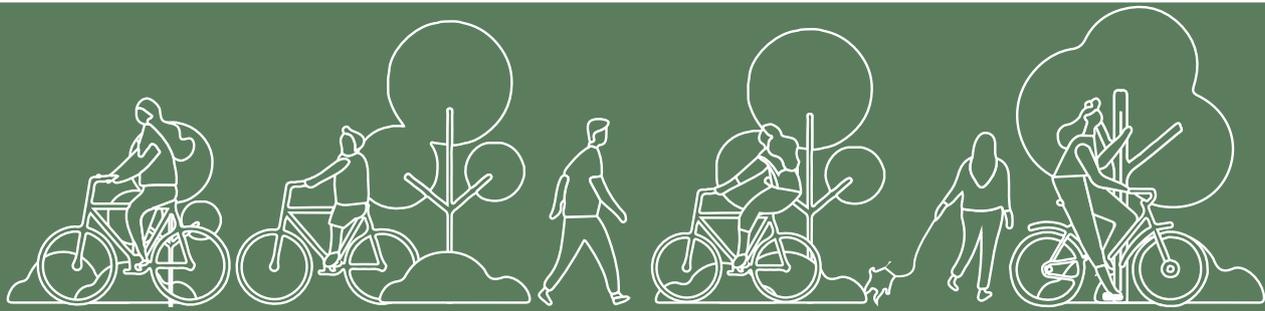
<https://yoursay.unley.sa.gov.au/>



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## Existing Bikeway Landscape

- DPTI have notified of the removal of 5 significant and 6 regulated trees. Of these identified trees, 4 significant tree and 3 regulated trees will be able to be retained if no structural issues with the trees are uncovered during the project. In addition, DPTI have notified of tree damaging activities to a further 2 regulated and 2 significant trees along the corridor.
- There are four locations where the Bikeway design is proposed to split into two halves to go around multiple existing trees within a central island.

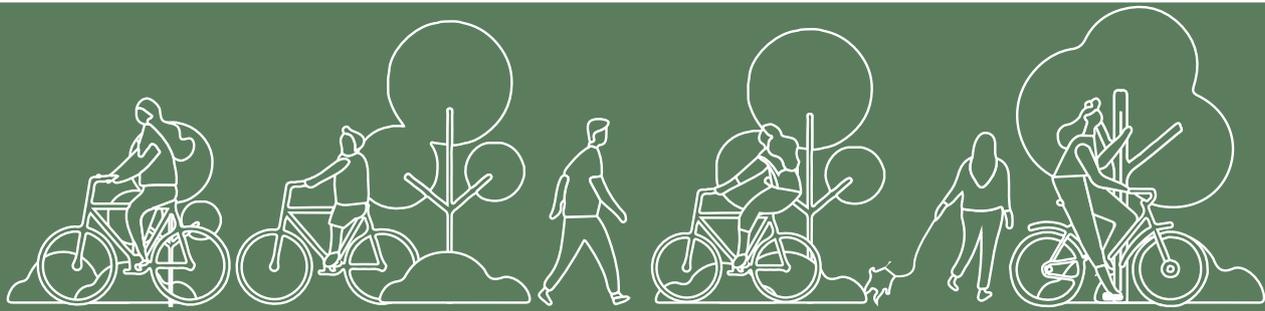
## Bikeway Landscape Improvements

- The removal of the existing green cyclone fence allows access into formerly inaccessible areas for new tree planting.
- The Council will develop a landscape plan that will address community feedback through extensive new trees, shrubs and understorey planting along the corridor.
- It is expected over 100 new trees will be provided including the use of advanced stock, as well as a diverse mix of colourful native understorey planting.
- The planting design will consider the need for screening, balanced with safety and ensuring sight lines are maintained at tram line crossings, platform access and path junctions.
- The new Bikeway alignment adjacent Tram Stop 2 will reduce the width of the existing planting beds in this area and the existing succulent style plantings can be relocated closer to the tram fence.

## What tree species are proposed?

- This project provides an opportunity for the creation of a new landscape character to improve the experience and enjoyment for users.
- Consideration for the mature height and Tram Corridor height restrictions must also be taken into account.
- The list of proposed tree species is not finalised. The community are welcome to provide species recommendations as part of the project feedback. A draft list for consideration is provided on the following page.





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## Draft Tree Species for Consideration

			
<b>Strawberry Tree</b> <i>Arbutus sp.</i>	<b>Japanese Maple</b> <i>Acer 'Crimson Sentry'</i>	<b>Coastal Banksia</b> <i>Banksia marginata</i>	<b>Native Pine</b> <i>Callitris gracilis</i>
			
<b>Forest Pansy</b> <i>Cercis canadensis</i>	<b>Peppermint Gum</b> <i>Eucalyptus odorata</i>	<b>Grey Box</b> <i>Eucalyptus microcarpa</i>	<b>Desert Ash</b> <i>Fraxinus 'Meczek'</i>
			
<b>Wilga</b> <i>Geijera parvifolium</i>	<b>Pin-Cushion Hakea</b> <i>Hakea laurina</i>	<b>Native Apricot</b> <i>Pittos. angustifolium</i>	<b>Ornamental Pear</b> <i>Pyrus 'Southworth'</i>
			
<b>Pin-Oak</b> <i>Quercus 'Pringreen'</i>	<b>Quandong</b> <i>Santalum acuminatum</i>	<b>White Cedar (low fruit)</b> <i>Melia azedarach 'Elite'</i>	<b>Crab Apple</b> <i>Malus spect. 'Plena'</i>

Images: Flemings, StateFlora, Metrotrees, ANBG, DEW.



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