

DECISION REPORT

REPORT TITLE:	GREENWAYS PROJECT – SHARED USE PATHS
ITEM NUMBER:	505
DATE OF MEETING:	27 AUGUST 2012
AUTHOR:	SATYEN GANDHI
JOB TITLE:	ACTING MANAGER TRANSPORT AND TRAFFIC
RESPONSIBLE OFFICER:	DAVID LITCHFIELD
JOB TITLE:	GENERAL MANAGER ECONOMIC DEVELOPMENT AND PLANNING
COMMUNITY GOAL:	3.8 Ensure a sustainable, safe and integrated transport system is developed & maintained for the community considering a balance between intra-city and inter-city demands.
REPRESENTOR/S:	NIL
ATTACHMENTS:	<ol style="list-style-type: none">1. CONCEPT 1 – PROPOSED SHARED USE PATH BETWEEN EMERSON STATION AND CLARENCE PARK STATION2. CONCEPT 2 – PROPOSED SHARED USE PATH BEHIND SWIMMING CENTRE/FORESTVILLE RESERVE

PURPOSE

To provide information and to seek Council's endorsement of the proposed concept plans for the shared use paths within the City of Unley for the Adelaide –Marino Rocks Greenways project.

RECOMMENDATION

MOVED:
SECONDED:

That:

1. The report be received.
2. The shared use path concept plans as shown in the Attachments 1 and 2 to Item 505/12, be endorsed, together with the associated maintenance costs.

BACKGROUND

At the June 2012 Elected Members' briefing, Ms Gemma Kernich, from the Department of Planning, Transport and Infrastructure (DPTI) presented information on the Adelaide to Marino Rocks Greenways project introduced by the State Government in the 30 Year Plan for Greater Adelaide. This included the project scope within the City of Unley and the opportunities to build shared use paths that will enhance the cycling and pedestrian infrastructure.

The 2011 update of South Australia's Strategic Plan (SASP) states the following:

- Vision: Our communities are vibrant places to live, work, play and visit.
- Goal: New developments are people friendly, with open spaces and parks connected by public transport and bikeways.
- Target: Cycling – Double the number of people cycling in South Australia by 2020.

The principles behind the abovementioned vision are also aligned with The City of Unley's Community Plan 2011-2015.

The proposed Adelaide to Marino Rocks Greenways project, incorporating initiatives like the shared use path further promote safer cycling and walking facilities within the City of Unley.

COMMUNITY ENGAGEMENT

No community consultation has taken place at this stage. However, in the event the shared use path concepts are endorsed by the Council, the City of Unley and DPTI will work together to engage the community, especially the residents in the vicinity of the proposed shared use paths. It is also proposed that before and during the installation of the shared use paths, the community will be provided with regular updates on the project.

DISCUSSION

The primary objective of the Greenways project is to provide better cycling and walking routes for communities and to increase the number of people cycling. The Greenways project between Adelaide and Marino Rocks will provide a 15km (approximately) long cycle and walking route, mainly along the Noarlunga Rail Corridor.

The Greenways project incorporates installation of two shared use paths as outlined below.

Shared use path between Emerson Station and Clarence Park Station
(Attachment 1 to Item 505/12)

This involves building a 3 metre wide path, upgraded lighting along the corridor and upgraded fencing along the route. As shown in the concept, there will be landscaping opportunities mainly along the corridor intersecting with Dryden Road, Cowper Terrace, Byron Road and Canterbury Terrace.

The proposed shared use path will replace the existing 'board walk', along Canterbury Terrace, making it easy to use for all road users including people with disabilities.

The associated construction work is proposed to be undertaken between January and July 2013 coinciding with the Rail Electrification project. Therefore, it will minimise the disruption to the rail services. Construction will be carried out by DPTI. However, the City of Unley will be responsible for the ongoing maintenance. It is proposed that the City of Unley will receive a 'licence' (from DPTI) which will allow the right of access for maintenance of the route.

After discussions with the Council's Depot team, it is believed the maintenance of this section will cost approximately \$15 000 per annum. This amount includes lighting maintenance (approximately \$6 750), landscaping/street sweeping maintenance (approximately \$4 500), line marking (approximately \$1 500), graffiti removal (approximately \$1 500) and weed control (approximately \$750). However it is important to note that council spends approximately \$6000 per annum to maintain the 'boardwalk' along Canterbury Terrace. This amount will not be required as the 'boardwalk' will be replaced by a shared use path. Therefore, in the event Council endorses the concepts, the cost will need to be included in future maintenance budgets. This section of the path lies almost completely within the rail corridor and not on Council land.

Attachment 1

Shared use path through Forestville Reserve (behind the Swimming Centre)
(Attachment 2 to Item 50512)

This involves sealing of the existing path and upgraded lighting along the route.

There is an existing cycle route which runs between Lyons Parade and Nairn Terrace. Whilst this cycle route is quite popular among cyclists, it is not a safe route in all weather conditions as it is unsealed and without appropriate lighting.

Sealing and lighting of this path will result in a much safer link between Nairn Terrace and Lyons Parade. It is believed this route will receive a high number of cyclists upon completion of the Greenways project.

The sealing of this shared use path will be undertaken by DPTI and ongoing maintenance will be the responsibility of the City of Unley. Maintenance of this route does not require any 'license' arrangement as the proposed path is already Council's asset. Upon sealing the path, the annual maintenance cost for the route would be approximately \$10 000 per annum. This amount includes lighting maintenance (approximately \$4 500), landscaping maintenance (approximately \$3 000), line marking (approximately \$1 000), graffiti removal (approximately \$1 000) and weed control (approximately \$500). Therefore, in

the event council endorses the concept, the cost will need to be included in future maintenance budgets.

Attachment 2

ANALYSIS OF OPTIONS

Option 1 – Endorse the proposed concepts of the shared use paths as shown in Attachments 1 and 2 to Item 505/12

Advantages

- Installation of the shared use paths will result in safer infrastructure for pedestrians and cyclists.
- The existing 'board walk' at Canterbury Terrace will be replaced with a 3 metre wide shared path and landscaping on the side of the shared use path.
- The existing unsealed shared use path through Forestville Reserve will be sealed with a 3 metre wide shared use path and appropriate lighting making it a safer 'all day'/ 'all weather' bike route.
- The installation of shared the shared use paths will be undertaken and funded by DPTI.
- The installation of the shared use paths will have landscaping opportunities (as shown in the concepts) at some of the local streets along the corridor. The landscaping will improve the amenity in the local area.

Disadvantages

- The City of Unley will be responsible for the ongoing maintenance cost which is approximately \$25 000 in total per annum.

Option 2 – Do not endorse the proposed concepts of the shared use paths as shown in Attachments 1 and 2 to Item 505/12

Advantages

- The existing infrastructure will remain unchanged.
- The additional maintenance cost associated with the shared use paths will not be incurred. However, Council will have to still provide for the existing maintenance costs for the footpath and the 'board walk'.

Disadvantages

- The existing unsealed path through the Forestville Reserve will remain unchanged.
- Pedestrians will continue to face challenges while negotiating the 'board walk' at Canterbury Terrace.

Option 3 – Advise DPTI that Council will maintain the Forestville Reserve path and landscaping on Council owned land adjacent to the Clarence Park/Emerson Stations path, but that Council will not accept liability for maintenance of the path on the ARTC land.

Advantages

- No licence agreement for maintenance access is required.
- Saving of up to \$15 000 per annum in maintenance costs.

Disadvantages

- The existing 'board walk' may remain, with potential future replacement costs.

RECOMMENDED OPTION

Option 1 is the recommended option.

POLICY IMPLICATIONS

In the event the proposed shared use paths are endorsed by Council, the City of Unley will enter into an agreement with DPTI to maintain the proposed shared use paths. The annual maintenance cost of the shared use paths infrastructure would be approximately \$25 000.

CONCLUSION

The City of Unley has always been at the forefront of taking initiatives that encourage alternative modes of transport thus helping the environment. Installation of the shared use paths will further enhance the cycling and walking infrastructure within the City of Unley. It will promote alternative modes of transport with safer infrastructure that will be used by the community within and outside the City of Unley.