

FREQUENTLY ASKED QUESTIONS

What is the Wood-Weller Bikeway Route?

The Wood-Weller Bikeway is a strategic north-south route identified in the City of Unley's Walking and Cycling Plan 2022-2027. It links the City of Mitcham to the south at Cross Road and Mike Turtur Bikeway and Charles Walk to the north. The bikeway route provides a parallel north-south alternative to the busy King William Road. The Wood-Weller Bikeway has progressively been implemented since 2016, with Sections 1 to 3 between Northgate Street and King William Road completed.

What options were explored as part of the Concept Design Feasibility Study?

The *Concept Design Feasibility Study* undertaken for Stage 5 of the Wood-Weller Bikeway assessed three route options (as shown in the figure below) including:

- Option A (red line) - Northgate Street / Whistler Avenue.
- Option B (blue line) – Northgate Street / Victoria Avenue.
- Option C (purple line) -Hatherley Avenue / Whistler Avenue.



A high-level Multi Criteria Analysis (MCA) was developed to assess each route option. The MCA considered the type of facility used and how that facility would affect the existing operation of the road (e.g., parking impact, bus operation etc). In addition, consideration was also given to the connection to Stage 1 of the Bikeway and the bicycle routes south of Cross Road. Other criteria included the current crash history, number of people walking and bike riding currently, design complexity and the anticipated construction costs.

The MCA indicated that **Option A (Northgate Street/Whistler Avenue)** is the best route option of the three considered, due to its direct connection to Stage 1 of the Wood-Weller Bikeway, having no impact on bus operations, low on-street parking loss and moderate implementation complexity (whilst still achieving best practice design outcomes) and subsequent lower construction costs.

Council endorsed the proposed streetscape improvements for **Option A (Northgate Street/Whistler Avenue)** for community consultation at its meeting held on the 22 May 2023. The link to the report can be found [here](#), refer to item 4.6, page 155.

What are the traffic impacts of the project?

The proposed modified T-junction at Wood Street and Northgate Street, and zebra crossings on Northgate Street east of Victoria Avenue and east of King William Road will collectively assist in calming traffic and improving safety and access for people walking and bike riding in the area.

Northgate Street (between Victoria Avenue and King William Road) is a busy road. Currently, it carries over 6,000 vehicles per day (vpd) with an 85th Percentile Speed of 46km/h, and forms part of the north-south major collector route connecting Victoria Avenue with King William Road.

The aim of the proposed streetscape improvements is for Northgate Street to maintain this function, whilst reducing vehicle speeds and providing improved facilities for people walking and bike riding. The traffic volumes on Northgate Street west of Victoria Avenue and Wood Street are significantly lower at approximately 1,900 vpd and 760 vpd respectively. Traffic modelling of the proposed modified T-junction at Wood Street and Northgate Street has indicated nominal impacts to the current performance of the intersection.

Why has a new path alignment been proposed for Heywood Park?

A new path alignment is proposed for Heywood Park to improve the directness and legibility of the Wood-Weller Bikeway Route between Whistler Avenue and Northgate Street. The current path alignment, although could be used, is not intuitive as it directs people bike riding and walking to King William Road

The new path alignment would also provide more space for people to safely walk and bike ride through the busy park, and provide more options to take people to where they want to go by foot and bike.

Council endorsed the new proposed path alignment through Heywood Park for community consultation at its meeting held on the 28 August 2023. The link to the report can be found [here](#), refer to item 4.6, page 123.

What is the impact of the proposed new path alignment in Heywood park?

The impacts of the proposed new path alignment in Heywood Park include:

- **Trees:** one small tree will need to be removed (refer to the image to the left) and replaced, and two trees are located within 1m of the path edge. This will require some root protection treatments (which may influence the final path alignment). Additional new tree plantings will be included to offset the canopy loss.
- **Travel time savings:** the distance required to travel will reduce from 244 to 191 metres (i.e., a reduction of 53m). This equates to a travel time saving for bike riders of about 13 seconds.
- **Safety:** The proposal removes confusion and congestion at the King William Road/ Northgate Street intersection as well as guiding bicycle through traffic away from King William Road to the Wood/ Weller bicycle route. Furthermore, the proposed path enables wheelchair and pedestrian access from the west into the park.



Why has a shared use path been proposed along the south side of Northgate Street?

The proposed concept design aims to cater for the Interested but Concerned bike rider type, which reflects 60% of our community. Noting the higher traffic volumes (about 6,000 vehicles per day), bus routes and speeds (85th percentile speed of 46 km/h) along Northgate Street, a separated bicycle facility was required. Northgate Street is also a narrow street (about 8 metres in width), with limited opportunity to provide separated on-road bicycle lanes. The proposed shared use path for an 80 metre section along the south side of Northgate Street will provide safe access for bike riders of all ages and abilities. It is acknowledged that more confident bike riders will likely continue to travel along either Northgate Street or Victoria Avenue.

Why are zebra crossings proposed, and not wombat crossings?

Both zebra and wombat crossings give people walking and cycling priority over road traffic, improving accessibility and safety. The raised platform of a wombat crossing does have the additional benefit of reducing vehicle speeds at the crossing, but has an adverse effect on bus passenger comfort as well as a much higher installation cost, as additional drainage infrastructure needs to be provided. A zebra crossing offers a more cost-effective solution to providing priority for all path users, and will be supported by change of speed limit from 50 km/h to 40km/h.

Why are no treatments proposed along Whistler Avenue?

Whistler Avenue is a local residential 'dead end' street with less than 500 vehicles per day and 85th percentile vehicle speed of 41.5km/h. Noting the low traffic volumes and vehicle speeds, the street was considered suitable for a mixed traffic environment. It was not considered necessary to install further treatments to calm traffic.

What improvements are proposed at Cross Road and Whistler Avenue Intersection?

The City of Unley is in early discussions with the Department for Infrastructure and Transport (DIT) and City of Mitcham on Cross Road and Whistler Avenue intersection safety and access improvement options for people walking and bike riding. Although this project recognises the need for a safety upgrade at this intersection, it does not form the scope of this project consultation.

How will on street parking be affected?

The proposed streetscape improvements will result in the loss of eleven (11) on-street parking spaces, including:

- Two (2) on Wood Street to accommodate the on-road bicycle lane on the west side of Wood St between the slow point and Northgate Street.
- Eight (8) on Northgate Street to accommodate the modified T-junction and landscaped pedestrian refuge on Northgate St west of Wood St, the on-road bicycle lane (north side) and zebra crossing east of Victoria Ave.
- One (1) on Whistler Avenue to accommodate the enhanced Heywood Park entry treatment for people walking and bike riding at the northern end of Whistler Avenue.