

Winona Avenue Cyclist Street

Consultation Feedback FAQ

How does this project tie in with the delivery for the rest of the Flinders-City bikeway?

Endorsed by Council as a priority of both the 2021/2022 Annual Business Plan and the Mitcham 2030 vision, Administration are committed to delivering components of the Flinders-City bikeway. Council was able to obtain State Government Bicycle Funding for some minor linemarking and sign improvements along the Stage 2 route from Daws Road to Cross Road. Administration are also currently working on a delivery plan for the major civil infrastructure that forms the holistic route.

Why are we not utilising Winston Avenue? Considering it is much more direct for cyclists.

Holistically, the Flinders to City bikeway proactively avoids high volume roads, such as Winston Avenue, as these have demonstrated concerns for cyclists and vehicle interactions. Unfortunately, the downside of meeting this is that the geometric layout of surrounding suburbs does not sometimes provide the most direct route.

Where are Council obtaining the funding for the project?

Despite the funding allocation from the State Bicycle Fund, Council had already allocated renewal resources, as part of the 20/21 financial year, to Winona Avenue for works on the angled car parks and the road surface/kerb renewal. This budget was carried forward into the 21/22 financial year to ensure that Administration could take advantage of the opportunity to do more than just like-for-like replacement, and incorporate the infrastructure elements from the bikeway.

Due to the infrastructure being proposed, will access be impeded to my property?

We will make design amendments to avoid any access conflict to ones' property. For example based on the feedback, we have already made minor adjustments to the northern end of Winona Avenue to provide improved access to properties. More specifically, the proposed overrun area on the eastern side of Winona will be switched over to the western side to accommodate sufficient vehicle egress from properties.

If you still have concerns for access to your respective property, we will be happy to accommodate for this prior to construction where possible.

Are these formal bicycle lanes?

These overrun areas are **not** defined within the relevant technical guide as bicycle lanes. In terms of the overrun areas, they are designed to provide a greater width for cars to utilise when approaching another vehicle in the opposing direction. The overrun area is constructed to be trafficable by cyclists, but cyclists are encouraged to utilise the shared trafficable space between overrun areas.

What will Council's Delivery Team be doing once this has been implemented?

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In terms of this treatment and its unfamiliar nature with road users, Council Administration have committed to the following at the post-construction review stage of the treatment;

- Conduct additional site reviews to ensure concerns are addressed, and the behaviours expected of the new road environment are maintained.
- Conduct a parking assessment in the surrounding area to review the post-construction effects based on demand from adjacent land uses. This assessment will determine if further interventions are required.
- Introduction of Traffic Data collection devices, to review vehicle volumes and speeds.
- Installation of the Speed Radar Trailer to ensure the behaviour reflects the anticipated self-regulating environment.