DELIVERY FOCUS AND ACTIONS

DESIRED OUTCOMES

More people walking and cycling, more often:

- Increased journey to work proportion of cyclists and pedestrians
- Increased proportion of school children walking and cycling to/from schools
- Increased proportion of people making short local trips by walking and cycling
- Increased numbers of people engaging in recreational walking and cycling

DELIVERY FOCUS AREAS

Improve walking and cycling infrastructure

Promote and encourage walking and cycling

Provide information, invest in data and monitoring

STRATEGIES AND INITIATIVES

IMPROVING AND EXTENDING THE CYCLING NETWORK

Creating a legible, safe and well-connected cycling network is critical to getting more people bike riding more often and achieving the desired cycling outcomes of the Plan.

In establishing the cycling network it is of high priority to create a network of low-stress bicycle routes that caters for people of all ages and abilities, and directs riders along the most appropriate and safe routes to complete local, wider or recreational journeys.

Based on research undertaken in Portland[1] , a city's population can be categorised into four bike rider types including (and as shown in the figure below):

- **Strong and fearless:** people willing to cycle with limited or no bicycle-specific infrastructure – typically comprising of 1% of population.
- **Enthused and confident:** people willing to cycle if some bicycle-specific infrastructure is in place – typically comprising of 7% of population.
- **Interested but concerned:** people willing to cycle if high-quality, safe and connected bicycle infrastructure is in place – typically comprising of 60% of population.
- **No way, no how:** people unwilling to cycle even if high-quality bicycle infrastructure is in place – typically comprising of 33% of population.

This Portland research has been identified as relevant to the Australian context, and it is recognised that any new bicycle facilities installed need to be designed to cater for the 60% 'interested but concerned' if we are to increase the number of people bike riding and support new bike riders.

Improvements and expansion of the Port Adelaide Enfield (PAE) Council cycling network has occurred as part of delivery works associated with the Local Area Bicycle Plan 2015-2020. There were over 50 actions in the Plan with significant accomplishments in that time period including:

- Port River Bikeway
- Hanson Reserve upgrades
- Footpath upgrades
- Roy Marten Park, Taperoo
- Hampstead Road improvements
- Think Feet First grant program
- Stage 1 Port River Loop Path.

A more detailed analysis of Local Area Bicycle Plan action outcomes is included on page 22 of this document.

1 Four Types of Cyclists, Roger Geller, Bicycle Coordinator Portland Office of Transportation

Proportion of population as four bike rider types, based on the research from Portland Office of Transportation

PROPOSED 2025 CYCLING NETWORK

The proposed 2021-2025 Council cycling network is shown on Maps IA-IC.

The cycling network comprises:

- Greenways, bikeways and trails
- Main road bicycle routes
- Neighborhood connector bicycle routes
- Port Adelaide City Centre
- Recreational trails / bicycle routes
- Local bicycle links.

The Council has an established, albeit not fully connected, cycling network that can be further enhanced by focusing on the delivery of key identified routes.

To cater for the 60% interested but concerned bike rider demographic, the bicycle facilities that form the cycling network should:

- Be connected and continuous
- Minimise interactions between bike riders and heavy traffic volumes and buses
- Minimise interactions between bike riders and vehicles making parking maneuvers
- Provide prioritised crossing facilities
- Provide good lighting to facilitate safe riding during the evening/night
- Provide good directional signage to assist with navigation.

When determining the most appropriate bicycle infrastructure for a street/road, consideration needs to be given to the speed environment and traffic volumes. The Safe System approach suggests that people bike riding should be separated from traffic when a street carries more than 3,000 vehicles per day with a speed more than 30 km/h. The 'considerations for cycling facility types' tool on this page shows when mixed traffic or separate bicycle facilities are appropriate.

This report section provides an overview of key needs and opportunities, with directions presented in purple boxes. In numbering the directions, 'C' refers to 'cycling' , 'W' refers to 'walking' and 'CW' refers to a direction that applies both to walking and cycling.

Considerations for cycling facility types

	Traffic volume (vehicles per day)			85th percentile traffic speed (km/h)		
Bicycle facility	< 3,000	3,000 – 5,000	> 5,000	< 30	30-50	>50
Mixed traffic	■			■		
Consider separation		■			■	
Separation			■			■

BIKEWAYS AND GREENWAYS

Key bikeways and greenways in Port Adelaide Enfield include:

- **Outer Harbor Greenway** – a 20 km bicycle and walking route that links the City of Adelaide to Port Adelaide Enfield and the Lefevre Peninsula.
  Gawler Greenway – a 40km bicycle and walking route that links the City of Adelaide to Gawler via the suburbs of Croydon Park, Regency Park and Wingfield.
- **Levels – City Bikeway** – an 18 km bicycle and walking route linking North Adelaide to Mawson Lakes via the suburbs of Sefton Park, Clearview and Gepps Cross.
- **River Torrens Linear Trail** – a 35 km bicycle and walking route that links Athelstone to the City of Adelaide and West Beach. A short 4.5 km section of linear trail runs through the Council area between the Paradise and Klemzig O-Bahn interchanges.
- **Port River Bikeway** – a 7.6 km bicycle and walking route that links Port Adelaide to the Northern Connector / Stuart O Grady Bikeway.

The PAE Council is very fortunate in having these important greenway, bikeway and trail bicycle routes running through their Council area that not only provide strategic regional bicycle connections to/ from PAE, but also greatly assist in providing safe local bicycle connections. Over the years both State Government and PAE Council have heavily invested in these bicycle routes, however further works are still required to complete them.

CI. Continue working with DIT on improving bikeways and greenways facilities.

Priority actions include on-going review and:

- Improvements to pavement surfaces and widths
- Improvements to lighting
- Improvements to wayfinding, signage and navigation
- Increased safety at intersections.

CASE STUDY: GAWLER GREENWAY COMPLETION WITHIN PAE AREA

Council worked with the State Government to complete the missing 'link' of the Gawler greenway between Dudley Park and the Port River Expressway. A State Government project spanning approximately 6.0 kilometres that has a mostly off-road link between the Port River Expressway and the City which eventually will head to Gawler.

Completed in early 2020, this project presented a number of challenges including construction over SA Water owned and maintained land, working with an Alliance Team and the asset being transferred to Council upon completion. However, it is important to continue to support these projects as they provide a direct alternative for cyclists and walkers alike who can enjoy a safer, quieter ride/walk between major destination points. Off road paths are particularly important for less experienced and recreational cyclists and walkers and encourage new cyclists to the network. Directional signs are essential along these corridors to provide guidance to distances and information on destinations, and should be encouraged on all off-street paths to improve the usability to cyclists and walkers.

CASE STUDY: PORT RIVER BIKEWAY WITHIN PAE AREA

As part of the PREXY and Northern Connector, Council lobbied the State Government to upgrade the bike/walking link from the partly completed Gawler Greenway to the port alongside the Port River Expressway. Council will continue to advocate to the State Government for cycling and walking infrastructure adjacent arterial road upgrades to ensure that an alternative safer riding/walking corridor is provided creating a direct, off-road link for active transport.

Council worked closely with the State Government on the design aspect of this project, particularly important as the asset was granted to Council upon completion of the works. This project spanned approximately 4.2 km and was completed around April 2020.

MAIN ROAD BIKE ROUTES

Key main road bike routes include:

- **Sudholz Road shared use path** linking between the River Torrens Linear Trail and Dry Creek Trail including providing a connection to Paradise O-Bahn station, Avenues College, Gilles Plain Shopping Centre, Tafe SA and Dry Creek Wetlands.
- **Briens Road shared use path** linking between Levels-City Bikeway and Dry Creek Trail including providing a connection to Roma Mitchell Secondary College, Pooraka Skatepark and Cross Keys BMX Club. Note that the State Sports Park is being progressed in this area, hence Council need to work closely with the Office of Recreation and Sport to ensure this important link is not compromised.
- **Cormack Road** linking between Outer Harbor Greenway and Gawler Greenway.
- **Grand Junction Road/Bower Road** which forms the main east-west continuous 'backbone' bicycle route within the Council area linking the key north-south bikeway and greenway routes.
- **Victoria Road** linking Port Adelaide Enfield City Centre to Outer Harbor.
- **Military Road** linking Semaphore, Largs Bay and Taperoo.
- **Old Port Road and Port Road** linking Port Adelaide to the City.

C2. Continue working with DIT on improving bicycle routes and shared use paths that run along main roads.

Priority actions include:

- Better intersection treatments to improve safety at signalised intersections
- Improved crossing facilities especially mid-block between intersections
- Pavement maintenance
- Warning signage e.g. 'cyclists crossing'
- Shade and resting points
- Consistency in bicycle lane and pavement markings across the Council area
- Installation of green pavement marking that avoids or minimises movement conflicts at intersections or other connecting points between modes.

The delivery of safe bicycle facilities along these main road routes is challenging due to the constrained carriageway width and the need to maintain the traffic function, as well as on-street parking to support adjacent commercial businesses and residential properties.

Most main road routes in the Council Area comprise of part time bike lanes, which generally only cater for commuter trips (to/from work), the < 1% 'strong and fearless' and some of the 7% 'enthused and confident' bike rider types.

Where main road bicycle routes are necessary to provide a connected cycling network, bicycle facility separation is required, where space permits, either as a shared use path (similar to Causeway Road), buffered bike lanes or separated bike lanes to accommodate a cycling network that caters for the 60% interested but concerned bike rider type.

RECREATIONAL BICYCLE ROUTES

Recreational bicycle routes include:

- **Annie Rennie 'loop' path** - 3.5 km Loop Path around the Port Adelaide Inner Harbor.
- **Coast Park Trail** – a 70 km linear shared use path along the Adelaide coast line that links North Haven to Sellicks Beach. The sections of Coast Park are completed in the Port Adelaide Enfield Council area.
- **Dry Creek Trail** between Walkleys Road and Valley View, also referred to as the Dry Creek Linear Park is managed by the Council.
- **Pelican Point** 'loop' path in Outer Harbor.

C3. Continue improving and extending recreational bicycle route network.

The provision of recreational walking and cycling routes offers increased opportunities for families and visitors including people of all ages and abilities to participate in active and healthy lifestyles, and forms an important part of Council's cycling network. Over the years Council and the State Government have invested significantly in completing the Coast Park Trail in the Council area, as well as the Annie Rennie 'loop' path. This investment has resulted in a significant number of people walking and bike riding each day for exercise and leisure purposes.

NEIGHBOURHOOD CONNECTOR ROUTES

Neighbourhood connector bicycle routes are important to the Council's cycling network, as they provide a low-stress alternative to the arterial 'main' road network for people bike riding between key destinations (schools, shops, work etc,) and bicycle routes in the PAE Council area.

Established Neighbourhood Connector routes include:

- **Gillman East-West bicycle connector** linking the Gawler Greenway to the Outer Harbor Greenway through the suburbs of Angle Park, Wingfield and Ottoway.
- **Enfield East-West bicycle connector linking the Kilburn Rail Station, the Level-City Bikeway and the City of Tea Tree Gully** (this route had a number of actions in the 2015 Plan that are not yet commenced or completed)
- **Hart Street Neighbourhood Connector** linking Port Adelaide city centre to the Coast Park Trail.

Maps 1A, 1 B and 1C propose additional routes to extend Neighbourhood Connector route network.

C4. Continue improving and extending Neighbourhood Connector route network.

Based on site observations opportunities for improvements include:

- Increased landscaping and greening
- Increased crossing opportunities for people walking and bike riding
- Shared use path widening
- Safe and sufficiently sized road crossing points
- Better wayfinding.

RIDING ON LOCAL ROADS

The local bicycle links are strategically designated bicycle routes using the local street network and improve access to the key bicycle routes from where people live, work, shop and/or study.

Whist progress has been made to improve walking and bike riding conditions along the local street network, many local streets are still car-focused.

C5. Continue improving riding conditions on local roads.

To make local streets more walking and bike riding friendly, opportunities include:

- Consider implementing 40 km/h speed limit on the local street network
- Installation of bicycle sharrows
- Increasing street trees and landscaping
- Improving crossing opportunities
- Installing bike lanes where the cross sections allow it
- Installing green bike lanes at conflict points.

WALKING AND CYCLING ENVIRONMENT IN THE PORT ADELAIDE CITY CENTRE

The Port Adelaide City Centre is one of the key destinations in the City of Port Adelaide Enfield, which offers significant commercial and recreational opportunities. Strengthening walking and cycling safety will encourage visitors to the Centre by bicycle and on foot.

CW1. Improve the walking and cycling environment in the Port Adelaide City Centre.

Measures may include:

- Installation of sharrows, bike lanes, bike lane buffers, green bikes, bike boxes etc
- Reducing speed limit to 40 km/h where appropriate
- Increased landscaping and street trees to increase shade and improve comfort
- Safer crossing facilities at signalised and unsignalised intersections
- Port Adelaide City Centre to the Coast Park Trail
- Fill in the missing links in the footpath network
- Work with DIT to enhance pedestrian and cycling facilities, and calm traffic, on arterial and local roads.

CASE STUDY: WOOD-WELLER STREET BICYCLE ROUTE, CITY OF UNLEY

This case study is an example of a neighbourhood connector route in the City of Unley that provides a consistent and safe cycling facility in a mixed traffic environment.

The Wood-Weller Street Bicycle Route is a key north-south local street route in the City of Unley that links the City of Mitcham to the south at Cross Road and Charles Walk / Glen Osmond Trail and Mike Turter Bikeway to the north. It has been progressively implemented since 2017, when the route was identified as part of Unley's Walking and Cycling Plan 2016–2021.

The design of the bicycle route aims to encourage more people to bike ride in the City of Unley by providing a safe and efficient alternative north-south route to the busy main roads without bike lanes, such as King William Road and Goodwood Road. In particular, the Wood-Weller Street Bicycle Route aims to encourage greater use by the amateur and less confident bike riders, or families with young children who wish to bike ride more often.

The preferred traffic calming treatment applied is a single lane slow point with bicycle bypass and landscaping at regular intervals (typically about 100 metres apart) to support a safe mixed traffic environment where traffic volumes are low (< 1,500 vehicles per day) and speed limits are low (< 40 km/h).

The installation of slow points has proven to be effective in both reducing vehicle speeds and traffic volumes. The Wood Street slow point upgrade in 2017 was evaluated and it showed a reduction in average daily traffic volumes of 31% between 2012 and 2017 (1,272 in 2017 compared to 1,672 in 2012) and a 22% reduction in 85th percentile speeds (37.6 km/hr in 2017 compared to 45.7 km/hr in 2012).

Data collected in June 2020 at Weller Street and Mitchell Street intersection (prior to the new slow points being installed along Weller Street between Mitchell Street and Albert Street) shows about 95 bike rider movements between 8am and 6pm on Wood and Weller streets, which is expected to further increase as the bicycle route is completed and connected.

The project has received mixed local residential views due to the impact on parking and traffic movements, however, to date the Council has recognised the importance of this strategic bicycle route and the associated traffic calming measures in getting more people of all ages bike riding.

CASE STUDY: THE 8 80 CITIES

The 8 80 cities is an organisation founded in 2007 with a vision to 'Create safe and happy cities that prioritise people's well-being. We believe that if everything we do in our public spaces is great for an 8 year old and an 80 year old, then it will be great for all people.'

The organisation advocates that whether you are 8 or 80 years old, cities should work for everyone. According to their website, the 8 80 programs have been involved in 37 countries.

The organisation has a resource hub that contains ideas and toolkits for change including:

- Open streets – temporary closed streets for use by pedestrians and cyclists
- Engagement ideas and tools
- Change stories and background research.

One example is the 8 80 Streets projects which is a collaborative movement implementing actions and streets design elements that can reduce pedestrian fatalities. These are generally undertaken as temporary 'showcase' or pop-up measures showing what can be achieved with low-cost measures. Advocacy for permanent improvements would follow evaluation of project outcomes.

An 8 80 Streets project was undertaken in Danforth, Toronto in mid 2019. The selected road was a busy main road (Danforth Avenue) which contains a range of residential, commercial and shopping/eating uses. The project comprised temporary seating, planters, green parklets, street mural, lighting, bike lanes and increased pedestrian space.

Evaluation found that during the project there was a 151% increase in people staying, 263% increase in physical activities and 247% increase in people sitting. The perception of pedestrian and cyclist safety also increased considerably during the project life.

Based on assessment, the following permanent changes were recommended:

- Create protected bike lanes
- Add seating, lighting, and greenery along main streets
- Co-create street designs, public art, and programmatic elements
- Install crosswalks that prioritise the wellbeing and safety of people.

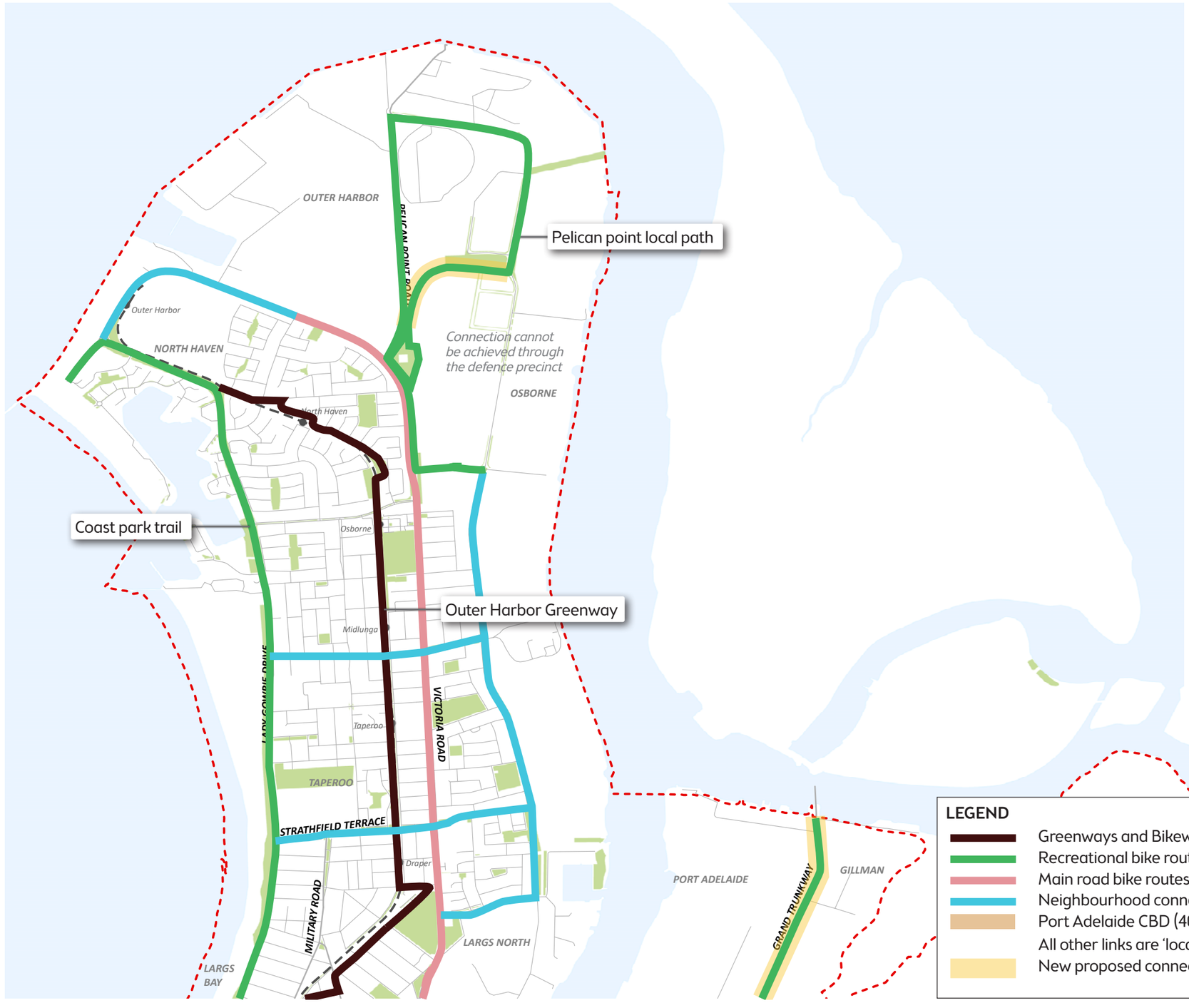
The Bicycle Institute of SA in a recent response to DIT regarding cycle and other transport planning studies advocated for the establishment of an 8 80 approch. Separated cycle routes with low stress connections plus reduced speeds in residential streets and safe major road crossings were suggested by the Institute as measures to help achieve an 8 80 city.

Source https://portadbug.org/2020/11/10/portbug-state-government-bike-planning-community-input/

Danforth Avenue transformation

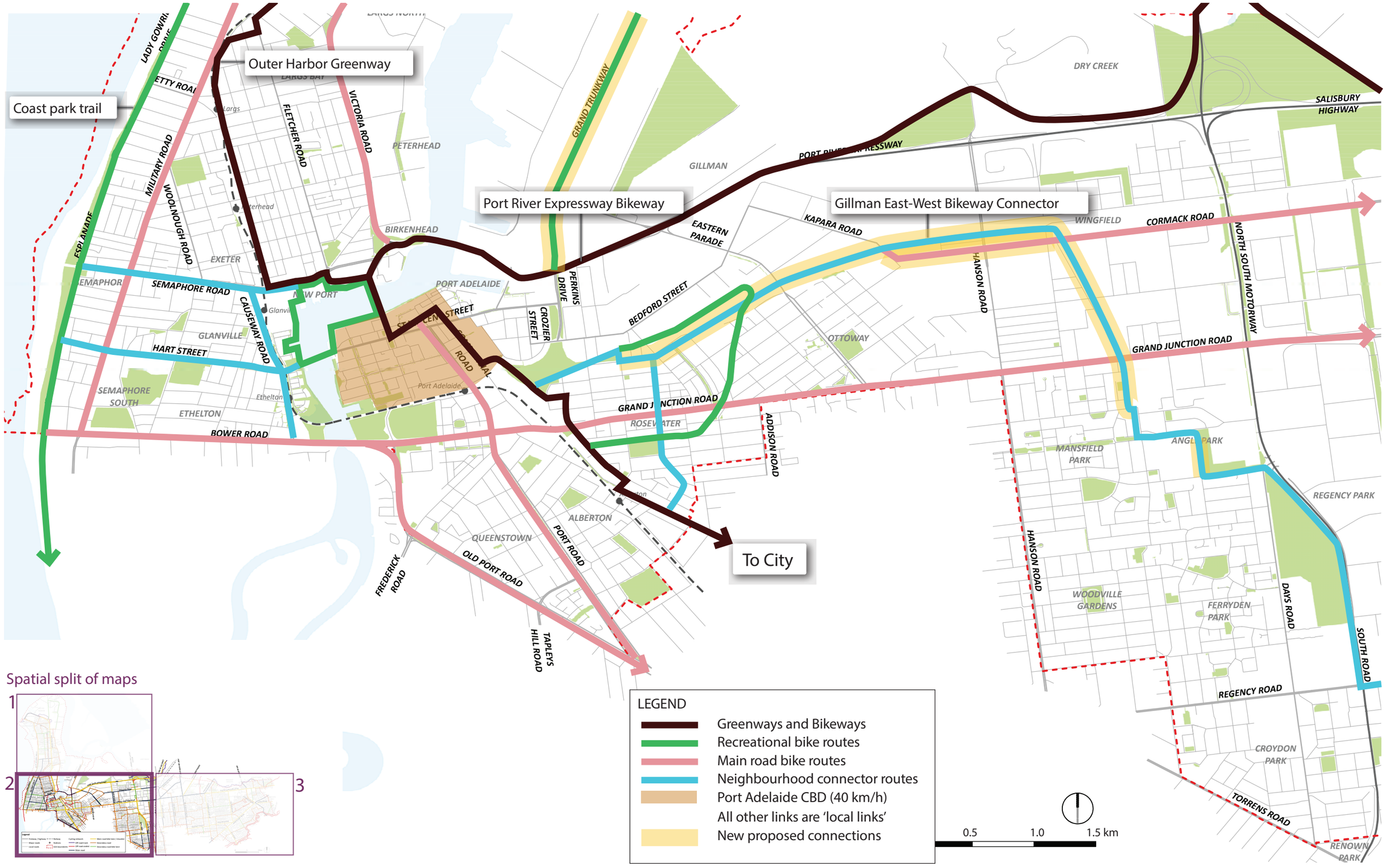
Image source https://portadbug.org/2020/11/10/portbug-state-government-bike-planning-community-input/

Map 1A. PAE Cycling network map 2021-2025 (1 of 3)



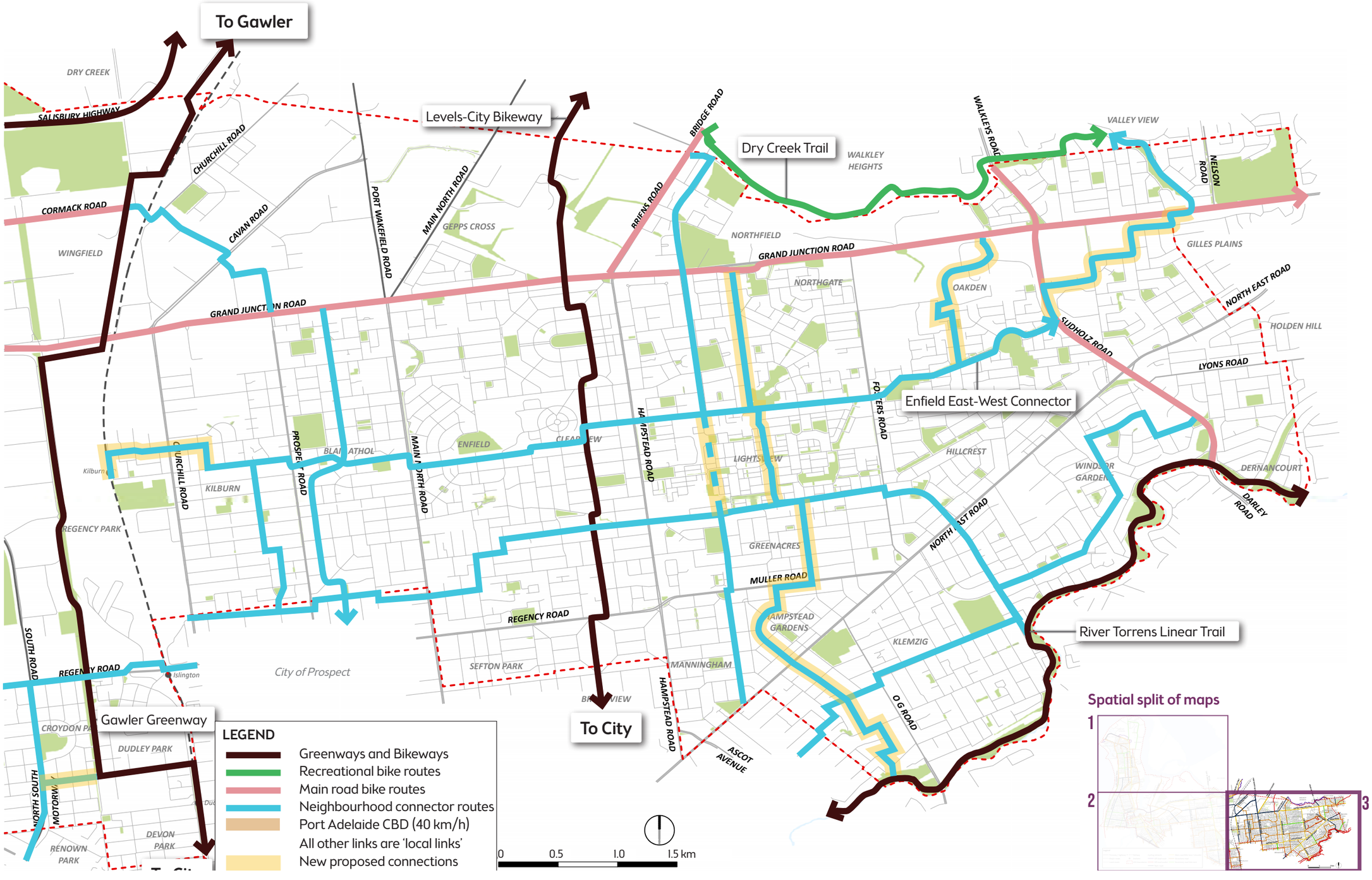
Spatial split of maps

Map 1B. PAE Cycling network map 2021-2025 (2 of 3)



Spatial split of maps

Map 1C. PAE Cycling network map 2021-2025 (3 of 3)



IMPROVING CYCLING FACILITIES AND COMFORT

Improving the cycling network is a key element in increasing mode share, however, is it is important to also provide suitable bicycle parking opportunities at end of trip destinations to aid rider comfort and enjoyment and encourage travel change behaviour.

Bicycle facilities have often been limited with many users finding ad-hoc street infrastructure such as poles to secure a bike on street or other areas such as near train stations. Emerging practice in recent years has seen a greater awareness of the need to provide mid journey and destination facilities including:

- Bicycle parking
- Bicycle repair stations
- Seating
- Toilets
- Drinking fountains
- Change/shower/ locker facilities.

END-OF TRIP FACILITIES

C6. Develop a bicycle end-of-trip and parking investment program for Council owned or operated destinations with predicted high demand.

Priority areas include:

- Community centres and libraries including Parks Library, Enfield, Hillcrest, Lights, Gilles Plain, and Kilburn Community Centres, plus LeFevre Community Stadium
- Other popular Council operated facilities.

LIGHTING CONDITIONS

Cyclists riding at dusk and at night experience different intensities of street lighting, and changes in lighting conditions. Better lighting will make riding safer and allow cyclists to see changed road conditions, other users and signage.

C7. Undertake a review of and make improvements to lighting conditions for bike riders in particular along the busiest routes.

BICYCLE PARKING

Where older on street bicycle parking facilities have been provided there is potential for these installations to cause clutter on footpaths or narrow the walkway available for pedestrians, acting as a trip or safety hazard. Better integration of bicycle parking and facilities into the public realm will be a Council focus during the five year Plan period.

Design considerations for bike parking and facilities include:

- Be well located and visible to riders
- Have safe access and egress avoiding steep ramps, kerbs, conflict points with vehicle and pedestrians
- Provide good connections to existing and proposed routes
- Offer sufficient provision of support facilities (i.e. lockers)
- Provide sufficient space for bicycle movement
- Use robust materials and fixable infrastructure to ensure facilities remain inviting
- Ensure riders feel their bicycles are ‘safe’ and secure
- Avoid clutter and disruption to other road or footpath users.

The type of facilities that may be appropriate differ according to context and expected user needs. For example, a site adjacent a train station would need secure long term parking, parking boxes or secure cages plus change facilities and toilets.

Trials for the replacement of an on-road car parking space(s) with bicycle parking has occurred in South Australia and other states. There may be opportunities to test similar design treatments in main streets or popular areas (near the coast) in PAE Council. Conversion of car parks can be controversial and a collaborative approach with traders is recommended to help achieve a positive outcome for all.

C8. Review mid and end-of-trip facility investment and maintenance needs for priority routes: greenways, bikeways, neighbourhood connector routes and recreational routes.

This should include consideration of:

- Bike parking demand and user survey to identify preferred options
- A regular provision of bike repair stations along Greenways, bikeways and trails
- Regular seating along Greenways, bikeways and trails, plus neighbourhood connector routes if no existing seating is provided
- Drinking fountains and toilets at main entry point to Greenways, bikeways and trails.

C9. Advocate and work with private landowners and investors to implement improvements for provision of safe, accessible and well designed bike parking facilities for visitors and workers.

Priority discussions should focus on existing major destinations or places identified in liaison with local community and bike user groups. A pilot program could be undertaken to demonstrate best practice and travel behaviour change.

C10. Work with the Department for Infrastructure and Transport to develop and deliver a program of improved secure bicycle parking, storage and changing facilities at bus interchanges and train stations.

CASE STUDY: BIKES FOR BETTER BUSINESS

As part of the Cycle Instead program, the Community Programs Section of the Department of Planning, Transport and Infrastructure (DPTI, now DIT) trialled temporary conversions of a single car parking space into twelve bike stands in several City and Glenelg locations, aligned with busy commercial destinations. These trials took place in 2014 and 2015.

These practical trials provided site-specific evaluation of local demand, uptake and business acceptance of the conversion, while not initially altering physical street infrastructure.

The trials were supported by occupancy surveys and face-to-face business customer surveys, providing evidence base for the trials. Once a trial was completed, temporary bike parking infrastructure was shifted to other trial locations.

Bike parking trial at Victoria Square, City

Bike parking trial at Colley Street, Glenelg

IMPROVING THE WALKING NETWORK

Footpaths and road crossings are an essential conduit to walk from one destination to another. Council's street and footpath system is well established and forms an integrated network for walking activities.

Council manages more than 1,240 kilometres of footpaths of all types. Council's draft Footpath Asset Management Plan 2020 identifies budget, treatment plans and operational goals for footpath maintenance.

Council regularly assesses footpaths conditions and likely areas for future growth which will increase demand for improved levels of service. The ongoing delivery of footpath improvements is critical in enhancing the safety and amenity of walking across the Council area and creating a pedestrian orientated environment.

There is no single solution to increase walking. The communities with the highest levels of walking have safe, accessible and inviting streets with popular destinations within walking catchments. They have adopted many different strategies and approaches including policy, programs, education and creating walkable neighbourhoods.

This Plan recommends that above asset renewal, Council should investigate opportunities to further improve safety, integration, amenity and desirability of walking (and cycling) based on the following:

- Plan and design for reduced traffic speeds on local roads (Establish potential for a pilot study within a residential suburban area to trial a lower speed environment, evaluate and communicate the outcome).
- Consider road space re-allocation to increase footpath widths to meet or exceed minimum width standards, especially in the areas of commercial activity
- Provide safe dwell spaces and frequently spaced seating on footpaths and walkways
- Improve wayfinding and directional signage.
- Review existing and desired street lighting conditions with a focus on areas within a 5-10 minute walking radius of schools, local and neighbourhood activity centres and major sports facilities
- Continue to implement street tree planting and greening programs to improve walking conditions
- Continue education and information programs
- Review existing and future intersection designs to remove slip lanes where possible
- Review timing signals at intersections and crossings to maximise pedestrian crossing times.

Some of these actions are discussed in further detail later in this section.

W1. Plan and deliver pedestrian priority improvements in nine focus areas.

The areas have been selected for the following reasons:

- Higher level of pedestrian activity
- Community and recreational uses
- Presence of everyday destinations, such as shopping centres
- Emerging higher density precincts
- History of crash clusters involving pedestrians.

The nine areas (shown on the Map 2 on the next page), are:

- Port Adelaide CBD
- Hanson Road between Wilson Street and Ridley Grove
- Hanson Road from Sixth Avenue to Arndale Shopping Centre
- Parks Recreation Sports Centre and environs
- Churchill Road between Goodman Avenue to Livingstone Avenue
- Prospect Road
- Main North Road (Enfield Library and environs)
- Main North Road (Sefton Plaza and environs)
- Sudholz Road and Lyons Road environs.

Though Port Adelaide CBD (high pedestrian areas) has been shown as a whole, it is acknowledged that some of the streets have been improved and the focus will be on remaining issues to be investigated in further detail by Council, in discussion with community and stakeholders.

Semaphore Road has not been included as it has undergone recent upgrade works and contains well designed bike lanes and pedestrian facilities.

Council has already committed to the Prospect Road upgrade works, which will be delivered during this plan period.

Improvements are needed in these areas to create safe, accessible and comfortable walking environments (sometimes along busy arterial roads) in high demand locations in the Council.

Improvements in these areas will focus on the following:

- Providing suitable footpath widths to accommodate pedestrian demand using Austroads as a reference design standard
- Ensuring pedestrian accessibility (universal access)
- Safe pedestrian crossings which are maximum 200 metres apart
- Continuity of pedestrian paths across side streets
- Seating areas/benches
- Bicycle parking, as described in 'bicycle destination facilities' section
- Improved shading and landscaping
- Opportunities for public art
- Placement and accessibility of bus stops
- Connectivity of footpaths, and their accessibility (universal access) within 400 metre walking catchment of the focus areas
- Minimisation of street clutter
- Wayfinding and signage.

Council will develop a program of upgrade works, aligned with asset renewal budget, to deliver improvements as either retrofit minor upgrades or plan more substantial renewal projects, like the planned Prospect Road upgrade.

Map 2. PAE walking focus improvement areas map 2021-2025

W2. Develop walking upgrade program to improve connectivity to, accessibility and comfort of public transport waiting areas.

Providing well connected shaded and accessible footpaths to public transport waiting areas including safe crossing points, connected and accessible adjoining footpaths is essential in attracting more people to use public transport.

Improving these facilities can encourage greater uptake of active travel if they can combine with journey by public transport in a seamless and comfortable manner.

W3. Develop an upgrade program based on existing audit conditions for pedestrian and cycling route improvements within 500 metre catchments of primary and secondary schools and larger vocational institutes.

Improved local walking and cycling conditions can encourage greater levels of active travel and also prompt people to use car alternatives if they are quicker, cheaper and safety is not a concern. It can also encourage people to start riding and gain confidence and ability.

Mode share of cycling and walking to schools and tertiary institutes is typically significantly higher than for other destinations (for example, for places of employment or commercial destinations). Therefore, encouraging walking and cycling within these local catchments can often lead to a positive change in building a culture of walking and cycling.

PROMOTING AND ENCOURAGING WALKING AND CYCLING

Education, promotion and encouragement programs give communities the tools they need to take up walking and cycling in greater numbers and help address health, community wellbeing, and travel choices for all ages and abilities.

CW2. Council will continue to encourage Way2Go and Bike Ed participation, with schools proactively encouraging their students, parents and staff to walk and cycle.

Way2go is a statewide South Australian program promoting safer, greener and more active travel for primary school students and their communities. It uses a whole school approach built on a partnership between local councils, school communities and the Department of Infrastructure and Transport (DIT).

Way2go program:

- Encourages children and the community to safely walk, ride bikes or scooters, and use public transport for personal travel
- Supports students to be safe walkers, bike riders and passengers
- Promotes the development of safe, people friendly local streets near schools to support independent personal travel
- Is creating change in school community travel modes through a problem solving approach based on current Travel Behaviour Change methodology
- Supports school road safety education practices that are embedded within the regular curriculum and reflect the nationally supported Principles for School Road Safety Education and the National Practices for Early Childhood Road Safety Education
- Benefits the whole community.

Way2go Bike Ed provides practical Bike Education lessons for primary school students in years 4 to 7 with a priority target group in years 5 and 6 (10-12 years).

Through the program, students gain knowledge and understanding of bike road rules, road laws, develop confidence and understanding to safely ride.

(www.dpti.sa.gov.au/Way2Go/home/about_us)

The City of Port Adelaide Enfield has partnered with DIT and school communities through Way2Go to identify, plan and implement people focused, safe and innovative improvements in local streets near schools to support active travel. To date, schools that participated or are planned to participate in the program include:

- Portside Christian College
- Our Lady of Visitation School
- Hillcrest Primary School
- St Pauls College
- St Pius X Catholic School
- Saint Paul Lutheran School
- Klemzig Primary School
- Largs Bay School.

CW3. Promote annual ride to school and ride to work days.

Ride2School Day is a national initiative to promote active travel, held annually in March. Bicycle Network reports that more than 350,000 students across the nation ride, walk, scoot and skate to school.

Similarly, Ride2Work Day is a national initiative held annually in October.

These events are promoted through the Bicycle Network, with supporting promotional materials and resources.

(www.bicyclenetwork.com.au/rides-and-events/ride2school/ride2school-day/)

Council will encourage participation in these initiatives by further local promotion and incentives.

CI1. Work with and support partners to investigate and prepare business and funding case for local and accessible educational and recreational cycling facilities such as learn to ride facilities, pump tracks and BMX facilities.

CW4. Enforce illegal parking in bicycle lanes or other offences that make roads unsafe for bike users and walkers. Council should also liaise with SAPOL relating to the enforcement and regulation of traffic with a focus on issuing fines to encourage behavioural change.

It is illegal to drive, park or stop a vehicle in a bicycle lane but this can be ignored by some motorists. Council can improve cyclist and pedestrian safety by enforcing compliance.

CI2. Continue to strengthen collaborative dialogue with bicycle user groups (BUGs), with a purpose of gathering user experience, identifying network issues and needs, and assisting bicycle user groups in encouraging greater numbers of people to cycle.

Council recognises and values the work of the Port Adelaide Bicycle User Group to encourage cycling across the City of Port Adelaide Enfield Area and advocacy to improve cycling conditions and infrastructure.

(www.portadbug.org)

CI3. Develop relationships with local businesses and stores to encourage a greater number of customers cycling, by creating incentive and promotional programs.

CW5. Hold public cycling and walking forums (in person or via virtual platforms) with invited guests and the community to discuss walking and cycling opportunities and priorities in the City of Port Adelaide Enfield and topical themes, with an opportunity for input and discussion.

C14. Consider developing bicycle user support programs (e.g. one day per quarter), such as free bicycle servicing and safe bicycle riding training.

C15. Work with the bicycle industry to increase local offering to the community.

CW6. Continue to educate the shared path users on good behaviour, and expand provision of existing signage and line marking. There should be an emphasis on 'sharing', 'safety' and 'fun for all'.

CW7. Continue implementing wayfinding improvements to aid navigation and information provision in the Council area.

Using a Smart Cities grant from the Federal Government, the City of PAE developed the new Visit Port Adelaide app, which provides interactive maps, information and guides. In addition to the app, interactive touch screen kiosk has been installed in the heart of the Port.

Building on the success of this project, the Council will expand the app and/or new wayfinding into other areas.

The Council will also continue implementing wayfinding improvements along key active transport corridors, based on an established approach.

INVESTING IN DATA COLLECTION, MONITORING AND REPORTING

Across Adelaide Metropolitan Councils, including the PAE Council, there is not a standardised method for conducting counts for people walking and bike riding.

The current methods are limited and include:

- The ad-hoc installation of permanent metro counters on key bikeway/greenway / trail routes that only count the number of people bike riding.
- The ad-hoc collection of pedestrian and bike count data that are typically undertaken to support the design of a project that involves bicycle and walking infrastructure.
- Super Tuesday/Sunday volunteer counts coordinated by the Bicycle Network at limited locations
- Publicly available Strava data heat maps that show the last two (2) years aggregated user data https://www.strava.com/heatmap. The more detailed maps can be made available by Strava, however at a high annual cost
- Adelaide Bureau of Statistics Census journey to work data (5 year intervals).

In the Council there is limited reliable data available to show where people walk and bike ride, how people's travel patterns have changed with the delivery of new infrastructure and growth patterns.

Bike and pedestrian count data are an essential tool to justify projects and related budget needs.

In order to make evidence based decisions about where to strategically improve bicycle and walking infrastructure, data about how people get around by foot and bike, as well as data on barriers to walking and bike riding is needed.

CASE STUDY: CITY OF MELBOURNE PEDESTRIAN COUNTING SYSTEM

The City of Melbourne has invested in an automated pedestrian counting system designed to collect and publicise pedestrian traffic data. It is called the Pedestrian Counting System (PCS).

The information collected by PCS can be used to examine how people use different city locations at different times of day to better inform decision-making and plan for the future.

For many cities it is not possible to accurately count existing pedestrian flow on a regular basis as pedestrian counts have historically been done on a manual basis as part of specific project work or single day events such as the 'Super Tuesday' counts. A lack of accurate movement information has not assisted policy makers and designers in making informed decisions and monitoring strategic aspirations such as increased pedestrian mode share. The City of Melbourne outlines that the PCS resolves this information gap and also allows council to strategically plan for a better walking network.

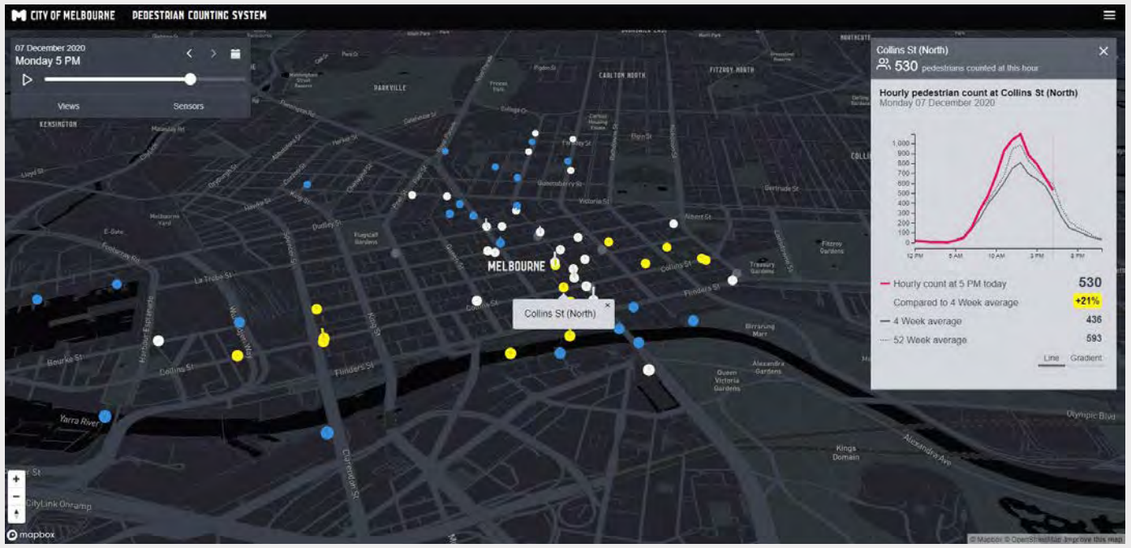
The PCS provides real time and accurate data that can be utilised to:

- Monitor pedestrian activity in the city over time and determine variations throughout the day, week, month and year
- Understand changes in pedestrian activity across the city and identify areas for improvement
- Develop pedestrian flow models and use in planning, policy and strategic development (including economic assessment)
- Plan and respond to emergency situations
- Understand the impact of major events and other extreme conditions on pedestrian activity in the city
- Help justify spending public resources on improving walkability.

The system has been expanded and refined over the last decade and is fully automated with a series of 72 sensors sending collected data from a linked computer (via Wi-fi) to a central server and processor every 10-15 minutes.

Sensors are typically installed on a light pole or under an awning and work capturing multi-directional movement 24 hours, every day of the year. The data is available for the public to use and can be accessed at http://www.pedestrian.melbourne.vic.gov.au. The image below shows the location of the sensors and a single day data output from one selected sensor.

This case study provides an example of a monitoring approach that also builds knowledge and understanding about walking in cities.



CW8. Identify funding opportunities in collaboration with State Government to install more permanent bike and pedestrian counters on key bikeway, greenway, trails and bicycle routes.

Opportunities to install additional bike counters, which are supplemented with pedestrian counters to develop better understanding of walking and bike riding patterns in the PAE Council area.

Where feasible, bike counters with visible displays should be considered to encourage people in cars to start bike riding or for existing riders to know when they have achieved target numbers. State Government funding opportunities can be sought.

CASE STUDY: FROME STREET BIKEWAY COUNTER

In 2018 the City of Adelaide activated a bikeway counter for Frome St Bikeway near intersection with Pirie Street. It provides visibility on the number of cyclists using the facility daily, monthly and yeally, as well as wayfinding information.

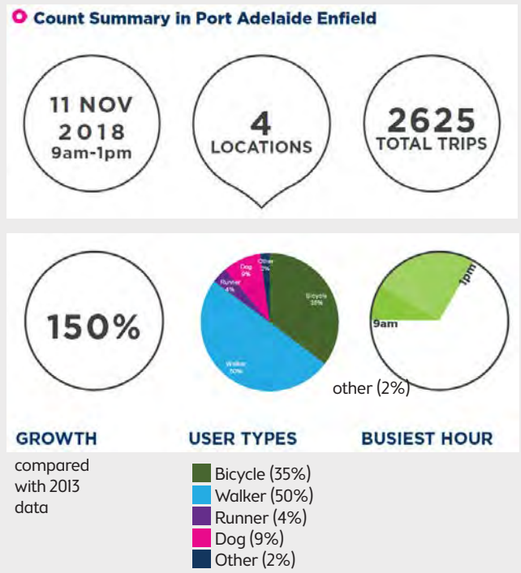
C16. Continue to undertake a Super Sunday bike count and undertake a Super Tuesday bike count in partnership with Bicycle Network on an annual basis at key locations.

The Super bike counts were first initiated in Australia by Bicycle Network Victoria in 2007. The count takes place from 7am to 9am on an agreed Tuesday in March for a 'Super Tuesday' commuter count, and between 9am and 1pm on an agreed Sunday in November for a recreational count. Volunteers are used to undertake the count, at times co-ordinated by local transport consultancies.

In the PAE Council area, the Super Sunday Recreation Count was conducted in 2013, 2018 and 2020 for four

CASE STUDY: SUPER SUNDAY RECREATION COUNT

The Super Sunday Recreation Count of 2018 was conducted on Sunday 11th November 2018 between 9am and 1pm. The three count locations at PAE were on the Coast Park Trail and the fourth, on River Torrens Linear Park (on path to Willowbrook Rd). Key Super Sunday Recreation Count data is summarised below.



hours from 9am to 1pm at four locations, three of which were located on the Coast Trail.

Council will consider:

- Conducting the Super Sunday Recreation Count on an annual basis and expanding the number of sites
- Conducting a commuter Super Tuesday count on an annual basis to gather morning bike commuter data at identified and agreed locations.

CW8. Undertake research into feasible smart technology solutions to better understand walking and bike riding patterns in the Council area.

Smart technology solutions are rapidly evolving with the use of smart sensors and smart phones to collect data on people's movement patterns. Smart Cities and Suburbs Program offers grants for matched funding projects that use smart technology and open source data for the benefit of local communities.

CW9. Incorporate walking and cycling questions into the Community Indicators Survey.

Council will incorporate walking and cycling questions into the Community Indicators Survey to better understand 'why' and 'why not' people participate in walking and bike riding activities in the Council area.

SUMMARY OF KEY ACTIONS

CYCLING

C1. Continue working with DIT on improving bikeways and greenways facilities.

C2. Continue working with DIT on improving bicycle routes and shared use paths that run along main roads.

C3. Continue improving and extending recreational bicycle route network.

C4. Continue improving and extending Neighbourhood Connector route network.

C5. Continue improving riding conditions on local roads.

C6. Develop a bicycle end-of-trip and parking investment program for Council owned or operated destinations with predicted high demand.

C7. Undertake a review of and make improvements to lighting conditions for bike riders in particular along the busiest routes.

C8. Review mid and end-of-trip facility investment and maintenance needs for priority routes: greenways, bikeways, neighbourhood connector routes and recreational routes.

C9. Advocate and work with private landowners and investors to implement improvements for provision of safe, accessible and well designed bike parking facilities for visitors and workers.

C10. Work with the Department for Infrastructure and Transport to develop and deliver a program of improved secure bicycle parking, storage and changing facilities at bus interchanges and train stations.

C11. Work with and support partners to investigate and prepare business and funding case for local and accessible educational and recreational cycling facilities such as learn to ride facilities, pump tracks and BMX facilities.

C12. Continue to strengthen collaborative dialogue with bicycle user groups (BUGs), with a purpose of gathering user experience, identifying network issues and needs, and assisting bicycle user groups in encouraging greater numbers of people to cycle.

C13. Develop relationships with local businesses and stores to encourage a greater number of customers cycling, by creating incentive and promotional programs.

C14. Consider developing bicycle user support programs (e.g. one day per quarter), such as free bicycle servicing and safe bicycle riding training.

C15. Work with the bicycle industry to increase local offering to the community.

C16. Continue to undertake a Super Tuesday bike count in partnership with Bicycle Network on an annual basis at key locations.

CYCLING AND WALKING

CW1. Improve the walking and cycling environment in the Port Adelaide City Centre.

CW2. Council will continue to encourage Way2Go and Bike Ed participation, with schools proactively encouraging their students, parents and staff to walk and cycle.

CW3. Promote annual ride to school and ride to work days.

CW4. Enforce illegal parking in bicycle lanes or other offences that make roads unsafe for bike users and walkers. Council should also liaise with SAPOL relating to the enforcement and regulation of traffic with a focus on issuing fines to encourage behavioural change.

CW5. Hold public cycling and walking forums (in person or via virtual platforms) with invited guests and the community to discuss walking and cycling opportunities and priorities in the City of Port Adelaide Enfield and topical themes, with an opportunity for input and discussion.

CW6. Continue to educate the shared path users on good behaviour, and expand provision of existing signage and line marking. There should be an emphasis on ‘sharing’, ‘safety’ and ‘fun for all’.

CW7. Continue implementing wayfinding improvements to aid navigation and information provision in the Council area.

CW8. Undertake research into feasible smart technology solutions to better understand walking and bike riding patterns in the Council area.

CW9. Incorporate walking and cycling questions into the Community Indicators Survey.

WALKING

W1. Plan and deliver pedestrian priority improvements in nine focus areas.

W2. Develop walking upgrade program to improve connectivity to, accessibility and comfort of public transport waiting areas.

W3. Develop an upgrade program based on existing audit conditions for pedestrian and cycling route improvements within 500 metre catchments of primary and secondary schools and larger vocational institutes.

PROPOSED INFRASTRUCTURE PRIORITY INVESTMENT PLAN

CYCLING INFRASTRUCTURE PRIORITY PROJECTS

The list below details proposed cycling infrastructure projects.

No.	Suburb	Road name	Location	Route type	Existing conditions / treatment	Gaps	Proposed improvements / treatments	Additional comments	Priority year	Indicative cost	Image reference
1	ANGLE PARK	Cardigan Street	Between Blenheim Street and Trafford St	Neighbourhood Connector	7.3m wide road	No Sharrows to indicate presence of cyclists on road	Improve signage and/or install Sharrows to raise awareness of cyclists sharing the road		2021	$1-3k	IMG_001
2	ANGLE PARK	Cardigan Street	Between Blenheim Street and Trafford St	Neighbourhood Connector	1.2m wide undefined path	Not clear if footpath or shared use path due to width	Widen the path to 2.5-3.0m and define as shared use path Connect path with path adjacent to tennis courts Install relevant signs and pavement marking		2021	$75-100k	
3	ANGLE PARK	Trafford Street	Between Cardigan Street and Dudley Street	Neighbourhood Connector	8.5m wide road with no Sharrows	No Sharrows to indicate presence of cyclists on road	Improve signage and/or install Sharrows to raise awareness of cyclists sharing the road		2021	$1-3k	IMG_002
4	ANGLE PARK	Unknown 2	Between Cardigan Street and Cowan Street	Neighbourhood Connector	3.0m wide road with no line marking	Absence of wayfinding to navigate the cyclists	Install line marking (shared use path) and wayfinding		2021	$3-5k	IMG_003
5	BLAIR ATHOL	Florence Avenue	Intersection with Barton Street	Neighbourhood Connector	1.5m wide shared use path for length of 24.0m connecting Barton Street at cul-de-sac wayfinding signs along Barton Street	No wayfinding signs or Sharrows to indicate the presence of cyclist on Florence Avenue	Widen the existing shared use path to 3.0m and install Sharrows along Florence Avenue and Barton Street	Provides better connectivity between local streets	2021	$10-20k	IMG_004
6	BLAIR ATHOL	Grand Junction Road	Between Florence Avenue and Prospect Road	Main Road	Pavement in good condition on south side with PAC approximately 70.0m west of intersection with Florence Avenue No bike lane	No wayfinding signs	Install wayfinding signs Consider encouraging cyclists to cycle on footpath	Provides linkage between local streets and Levels-City bikeway	2021	up to $1k	
7	CROYDON PARK	Pym Street	Between South Road and Greenway	Greenways and Bikeways	No bicycle lane or wayfinding	No east-west connection between the South Road Greenway and the Gawler Greenway	Install Sharrows and/or improve signage to raise awareness of cyclists sharing the road	Provides better connections between existing network	2021	$1-3k	
8	GILLMAN / DRY CREEK	Port River Expressway	From Eastern Parade to North South Corridor	Greenways and Bikeways	Off-road shared use path (2.5m wide)	Absence of luminaires on shared use path	Consider installing "Glow in the dark" line marking for off-road shared use path where no luminaires installed showing cyclists edges of path		2021	$30-50k	IMG_005
9	KILBURN	Albert Street	Between Churchill Road and Prospect Road	Neighbourhood Connector	No wayfinding for cyclists, existing refuge south of Northcote Street at Prospect Road	No east-west connector through the neighbourhood	Improve signage and/or install Sharrows	Provides better connection between Kilburn and Blair Athol	2021	$1-3k	
10	KILBURN	Brunswick Street	Between Churchill Road and Prospect Road	Neighbourhood Connector	No wayfinding for cyclists, existing refuge south of Northcote Street at Prospect Road	No east-west connector through the neighbourhood	Improve signage and/or install Sharrows	Provides better connection between Kilburn and Blair Athol	2021	$1-3k	
11	KILBURN	Hawkesbury Ave	Between Railway Terrace and Brunswick Street	Neighbourhood Connector	No bicycle lane or wayfinding	No crossing facility at Churchill Road median	Improve signage and/or install Sharrows on Hawkesbury Avenue and provision of a median cut-out at Churchill Road median	Provides better connection to the Kilburn Station and crossing Churchill Road	2021	$10-20k	

No.	Suburb	Road name	Location	Route type	Existing conditions / treatment	Gaps	Proposed improvements / treatments	Additional comments	Priority year	Indicative cost	Image reference
12	KILBURN	Northcote Street	Between Churchill Road and Prospect Road	Neighbourhood Connector	No wayfinding for cyclists, existing refuge south of Northcote Street at Prospect Road	No east-west connector through the neighbourhood	Improve signage and/or install Sharrows	Provides better connection between Kilburn and Blair Athol	2021	$1-3k	
13	KILBURN	Railway Terrace	Between Carroll Avenue and Hawkesbury Ave	Neighbourhood Connector	No bicycle lane or wayfinding	Require neighbourhood connection between Kilburn Station and the eastern suburbs	Improve bicycle storage facility at Kilburn Station and ramps. Sharrows on Railway Terrace and bike direct signage to improve wayfinding	Provides better connection to the Kilburn Station	2021	$30-50k	
14	MANSFIELD PARK	Dudley Street	Between Henry Street and Trafford Street	Neighbourhood Connector	7.0m wide road with no Sharrows	No Sharrows to indicate presence of cyclists on road	Improve signage and/or install Sharrows to raise awareness of cyclists sharing the road		2021	$1-3k	IMG_006
15	MANSFIELD PARK	Plymouth Road	Between Grand Junction Road and Cormack Road	Neighbourhood Connector	11.76m wide road with missing bike lane	Absence of line marking to indicate the presence of cyclists on road	Install Sharrows		2021	$3-5k	IMG_007
16	MANSFIELD PARK	Unknown 6	Drainage (between Dudley Street and Grand Junction Road)	Neighbourhood Connector	Existing open stormwater culvert drain	Undeveloped path	Provide off road shared use path along the drainage.		2021	$75-100k	IMG_008
17	MANSFIELD PARK / OTTOWAY	Grand Junction Road	Grand Junction Road turning left into Hanson Road	Main Road	Bike lane	Lack of signage or line marking to indicate cyclists on road	Liaise with DIT to install green pavement marking for bike lane continuation at left turn from Grand Junction to Hanson Road		2021	$3-5k	IMG_009
18	PROSPECT	Henrietta Street	Between Main North Road and Warren Avenue	Neighbourhood Connector	Local road with no traffic calming	No wayfinding signs to guide cyclists between Henrietta Street and George Street via Main North Road No safe crossing on Main North Road	Install a refuge at Main North Road between Henrietta Street and George Street Install wayfinding signs and Sharrows on Henrietta Street and George Street	Provides better connectivity between local streets	2021	$5-10k	IMG_010
19	REGENCY PARK	South Road	Section of road for 1.0 km north of Regency Road and South Road	Neighbourhood Connector	Bike lane (R2P under construction)	R2P under construction	Liaise with DIT, where possible construct shared use path to separate cyclists and motorists due to high traffic volumes		2021	-	
20	WINGFIELD	Churchill Road North	Between Duncan Road and Cormack Road	Neighbourhood Connector	Industrial area Heavy vehicle route	No wayfinding signs to assist navigation or Sharrows to indicate presence of cyclists on road	Install Sharrows and wayfinding signs directing the cyclist to turn right onto Baulderstone Road	Provides linkage between Gawler Greenway and industrial areas	2021	$1-3k	
21	WINGFIELD	Cormack Road	Between Churchill Road North and Gawler Greenway	Neighbourhood Connector	Approx. 18.5m wide Industrial area Heavy vehicle route	No wayfinding signs to assist navigation or Sharrows to indicate presence of cyclists on road	Liaise with DIT to improve, extend or install bike lanes where possible	Provides linkage between Gawler Greenway and industrial areas	2021	$1-3k	IMG_011
22	WINGFIELD	Cormack Road	Between Gawler Greenway and North-South motorway	Main Road	Approx. 10.5m wide Industrial area Heavy vehicle route	No wayfinding signs to assist navigation or Sharrows to indicate presence of cyclists on road	Liaise with DIT to improve, extend or install bike lanes where possible	Provides linking between the local streets	2021	$1-3k	
23	WINGFIELD	Cormack Road	At the intersection with North-South motorway	Main Road	bike lane emerging as Cormack Road approaches the intersection	Absence of push button to call phase on the east-west movement	Install cyclist activated push button to call for phase along east-west direction	Provides linking between local streets to Main Roads	2021	$3-5k	
24	WINGFIELD	Cormack Road	Between North-South motorway and Plymouth Road	Main Road	bike lane along Cormack Road terminating just before Plymouth Road	Faded bicycle lane line marking	Reinstate bicycle lane line marking Install wayfinding signs	Provides linking between the Main Roads	2021	$1-3k	

No.	Suburb	Road name	Location	Route type	Existing conditions / treatment	Gaps	Proposed improvements / treatments	Additional comments	Priority year	Indicative cost	Image reference
25	WINGFIELD	Cormack Road	Between Plymouth Road and Hanson Road	Main Road	bike lane along Cormack Road terminating just before Plymouth Road	Faded bicycle lane line marking	Reinstate bicycle lane line marking Install wayfinding signs	Provides linking between the Main Roads	2021	$1-3k	
26	WINGFIELD	Cormack Road	Between Hanson Road and North Arm Road	Main Road	Signalised intersection with Hanson Road and bicycle lane ends 160m before the intersection.	Connection to North Arm Road and linking with the Gillman East-West Bikeway Connector	Extend on road bicycle lane past Hanson Road toward North Arm Road and short off-road share used path at North Arm Road junction	Provide connection between Gillman East-West Bikeway and Main Road	2021	$100-150k	
27	WINGFIELD	Plymouth Road	Between Cormack Road and Grand Junction Road	Neighbourhood Connector	12.2m wide road with absence of wayfinding signs	No wayfinding signs to assist navigation or Sharrows to indicate presence of cyclists on road	Install Sharrows and wayfinding signs	Provides link between the Main Roads	2021	$1-3k	
28	ALBERTON	Grand Junction Road	Between Port Road and stop 36H Grand Junction Road - North side	Main Road	No bike lane	Absence of 140m linkage	Liaise with DIT to install "Watch For Bicycle" signs to indicate the presence of cyclist and install green pavement marking for left turn from Grand Junction Road to Commercial Road. This treatment can be potentially applied in all 4 directions of the intersection	Where possible, intersection upgrade to include a bike lane or widen existing footpath into 2.5m shared use path but in this case, land acquisition is required.	2022-23	up to $1k $100-150k	
29	ALBERTON	Grand Junction Road	From 90m East of Coburg Road to intersection of Port Road and Grand Junction Road	Main Road	No bike lanes	Absence of 220m of linkage	At minimum, liaise with DIT installing "Watch For Bicycle" signs to indicate the presence of cyclist	Where possible, intersection upgrade to include a bike lane or widen existing footpath into 2.5m shared use path but in this case, land acquisition is required.	2022-23	up to $1k $50-75k	IMG_012
30	ALBERTON	Port Road	150m section of road from Grand Junction Road and Port Road intersection heading to City	Main Road	No bike Lane	Absence of 150m linkage after the intersection	Widen existing footpath to 2.5m shared use path		2022-23	$50-75k	
31	ALBERTON	Torrens Road	Intersection of Station Place and Torrens Road	Greenways and Bikeways	Faded Sharrows		Refresh Sharrow pavement marking		2022-23	up to $1k	
32	ALBERTON	Torrens Road	Between Station Place and (Cheltenham Parade-Addison Road)	Greenways and Bikeways	11.5m wide road with no bike lanes	Potential for bike lane	Install part-time bike lane (7am-9am, 4.30pm-6pm)		2022-23	-	IMG_014
33	BIRKENHEAD	Port River Expressway	Intersection of Port River Expressway & Nelson Street	Main Road	Insufficient wayfinding	Absence of wayfinding signs north of the intersection directing cyclists to Port River Expressway shared use path, which is on the east of the intersection.	Install wayfinding signs	There is an existing shared use path on North of the intersection directing cyclist to Stiring St, there is no bicycle linkage on this side of road to go to Port River Expressway	2022-23	up to $1k	

No.	Suburb	Road name	Location	Route type	Existing conditions / treatment	Gaps	Proposed improvements / treatments	Additional comments	Priority year	Indicative cost	Image reference
34	EXETER	Mead Street	Southern end of Mead Street	Greenways and Bikeways	Existing Sharrows	Location of wayfinding signs and line marking on shared use path at southern end of Mead Street is misleading. Directs cyclists to turn left into broken connection of shared use path with inconsistent width (distance between Mead Street and Fletcher Road).	Wayfinding signs should be located at the opposite of the end of Mead Street to existing and well constructed shared use path		2022-23	up to $1k	IMG_013
35	GILLMAN	Grand Trunkway	Between intersection of Grand Trunkway & Eastern Parade and Club Road	Recreational	No bike lane	Absence of 2.4km linkage on this section of road	Widening of shoulders to add in bike lane		2022-23	$500k+	IMG_015
36	LARGS BAY	Railway Terrace, Fletcher Road, Junction Street	Railway Terrace, Fletcher Road, Junction Street	Greenways and Bikeways	Existing Sharrow Path on Railway Terrace	There is a existing Sharrows path on Railway Terrace, the proposed route requiring to install Sharrows on Fletcher Road and Junction Street, which might be unnecessary. It is potentially the proposed route an incorrect drawing.	Either remove the Sharrows on Railway Terrace, install Sharrows on Fletcher Road and Junction Street OR remain the Sharrows on Railway Terrace.		2022-23	$3-5k	
37	LARGS BAY / SEMAPHORE / SEMAPHORE SOUTH	Military Road	Between intersection of Military Road& Fletcher Road and Military Road & Bower Road	Main Road	No bike lane	Absence of linkage	Liaise with DIT to install part time bike lane (7.30-9.00am, 3:00-6:00pm)		2022-23	-	IMG_016
38	LARGS NORTH	Carnarvon Terrace	Northern end of Carnarvon Terrace	Greenways and Bikeways	Existing Sharrows	No wayfinding from Osborne Road to Kolapore Ave (2.6KM long) directing to Port Adelaide, City, Semaphore.	Install wayfinding signs at the northern end of Carnarvon Terrace to provide more assurance to cyclists.		2022-23	up to $1k	IMG_017
39	NORTH HAVEN	Lady Ruthven Dr, Flaminia Street	Intersection of Lady Ruthven Dr and Flaminia Street (rail path)	Greenways and Bikeways	Shared use path (2.5m wide)	Insufficient signage advising cyclists to dismount at railway path	Install "Cyclist Dismount" signs		2022-23	up to $1k	IMG_018
40	NORTH HAVEN	Oliver Rogers Road	Front of Outer Harbor Train Station	Recreational	Sudden narrowing of shared use path	Lack of signage warning drivers of cyclists on road	Liaise with DIT to install "Watch For Bicycles" to raise drivers awareness of cyclist	Crash history involving cyclist	2022-23	up to $1k	IMG_019
41	NORTH HAVEN OSBORNE TAPEROO LARGS NORTH LARGS BAY SEMAPHORE SEMAPHORE SOUTH	Lady Ruthven Drive	Between Outer Harbor Lookout and Discovery Parks Adelaide Beachfront	Recreational	Off-road shared use path (2.5m wide)	Lack of line marking to remind pedestrians and cyclists they are on a shared use path	Consider installing "Glow in the dark" line marking along path where no luminaires installed, and improve wayfinding to lookout point and distances Vegetation pruning to improve user experiences	Glow in the dark line marking provide low cost, visually stunning, passive form of illumination for low light areas	2022-23	$75-100k	
42	OSBORNE	Mersey Road North	Falie Reserve and Kardi Yarta Playground	Recreational	Shared use path (2.5m wide), currently ends at Annie Watt Circuit with no connection through the defence area	Absence of loop connection	Provision of new connection linking Falie Reserve and Kardi Yarta Playground	Level crossing across railway line is required	2022-23	$200-300k	IMG_020

No.	Suburb	Road name	Location	Route type	Existing conditions / treatment	Gaps	Proposed improvements / treatments	Additional comments	Priority year	Indicative cost	Image reference
43	OSBORNE	Veitch Road	From the roundabout of Mersey Road North & Veitch Road to Victoria Road	Recreational	No bike lane or shared use path	Absence of 400m of linkage for cyclist	Widen existing footpath to shared use path	Section of existing footpath is wide enough to turn into shared use path. Inconsistent width of existing footpath varies between 1.5m - 2.5m	2022-23	$50-75k	IMG_021
44	OTTOWAY	Grand Junction Road	Between May Terrace and 130m east of Rose Street	Main Road	No bike lane	Absence of 170m linkage	Liaise with DIT, for potential widening of this intersection. At minimum, install "Watch for Bicycle" signs	Crash involving cyclist reported at this intersection	2022-23	-	
45	OTTOWAY	Unknown 4	Between North Arm Road and Plymouth Road	Neighbourhood Connector	Undeveloped Route	Railway Path	Liaise with State Government & DPTI to provide off-road share path along the private property land and railway path. Form partnership with developer, investor, Renewal SA and residential.		2022-23	-	IMG_022
46	OUTER HARBOR	Pelican Point Road	Corner of Victoria Road and Pelican Point Road	Recreational	No bike lane	Absence of 70m linkage at the corner of the road	Install bike lane to link Victoria Road and Pelican Point Road	Cyclists can use the shared use path in Kardi Yarta Playground	2022-23	$30-50k	IMG_023
47	OUTER HARBOR	Pelican Point Road	85m North of 'Viterra' Outer Harbor entrance	Recreational	On-road bike lane (1.5m wide)	Inconsistent bike lane connections on opposing sides of the road.	Extension of shared use path on eastern side of Pelican Point Road Signiant vegetation removal & potential land acquisition	Further investigation on bike volume and users of this route prior to proposed treatment as well as identifying future potential development with Renewal SA on land use.	2022-23	$30-50k	
48	OUTER HARBOR	Pelican Point Road	Kardi Yarta Adventure Playground	Recreational	Shared use path (2.5m wide)	Conflict between playground users and shared use path users	Install shared use path pavement marking to reduce conflict points and raise awareness for all users on path and in playground		2022-23	$1-3k	
49	PORT ADELAIDE	Church Place	Between Street Vincent Street and Quebec Street	Port Adelaide CBD 'local links'	No bike lane	No wayfinding signs to assist navigation or Sharrows to indicate presence of cyclists on road	Improve signage and/or install Sharrows to raise awareness of cyclists sharing the road		2022-23	$5-10k	IMG_024
50	PORT ADELAIDE	Church Place	Northern end of Church Place	Port Adelaide CBD 'local links'	No bike lane	Absence of wayfinding to direct the cyclist to Port Adelaide Plaza	Improve signage and/or install Sharrows to raise awareness of cyclists sharing the road		2022-23	up to $1k	
51	PORT ADELAIDE	Church Street	Between Quebec Street and Dale Street	Port Adelaide CBD 'local links'	No bike lane	No wayfinding signs to assist navigation or Sharrows to indicate presence of cyclists on road	Improve signage and/or install Sharrows to raise awareness of cyclists sharing the road		2022-23	$1-3k	IMG_025
52	PORT ADELAIDE	Commercial Road	Left turn lane from Commercial Road into Grand Junction Road	Main Road	Bike Lane	Absence of line marking on bike lane on left turn lane	Liaise with DIT to install green pavement marking for left turn lane from Commercial Road to Grand Junction Road to indicate presence of cyclist		2022-23	-	
53	PORT ADELAIDE	Grand Junction Road	Intersection of Grand Junction Road and Old Port Road	Main Road	Bike lane	No wayfinding signs to assist navigation or Sharrows to indicate presence of cyclists on road	Liaise with DIT to install green pavement marking for bike lane continuation at left turn from Bower Road to Old Port Road.	This treatment can be applied to the opposite direction of traffic, where vehicles turn left from Grand Junction Road into Old Port Road	2022-23	-	

No.	Suburb	Road name	Location	Route type	Existing conditions / treatment	Gaps	Proposed improvements / treatments	Additional comments	Priority year	Indicative cost	Image reference
54	PORT ADELAIDE	Henry Street	South side of Henry Street before go entering underpass at Grand Junction Road	Greenways and Bikeways	Sharrows clearly visible	Absence of wayfinding signs to navigate cyclists	Improve signage		2022-23	up to $1k	IMG_026
55	PORT ADELAIDE	Jenkins Street	Northern end of Jenkins Street	Greenways and Bikeways		Absence of wayfinding signs to navigate the cyclists to turn onto Jenkins Street.	Install wayfinding		2022-23	up to $1k	IMG_027
56	PORT ADELAIDE	Jenkins Street	Jenkins Street	Greenways and Bikeways	Inconsistent width of road with missing Sharrows	No wayfinding signs to assist navigation or Sharrows to indicate presence of cyclists on road	Improve signage and/or install Sharrows to raise awareness of cyclists sharing the road		2022-23	$3-5k	
57	PORT ADELAIDE	Leadenhall Street	Between Minories Street and Church Street	Port Adelaide CBD 'local links'	No bike lane	No wayfinding signs to assist navigation or Sharrows to indicate presence of cyclists on road	Improve signage and/or install Sharrows to raise awareness of cyclists sharing the road		2022-23	$3-5k	IMG_028
58	PORT ADELAIDE	Lipson Street	Lipson Street	Greenways and Bikeways	No bike lane	No wayfinding signs to assist navigation or Sharrows to indicate presence of cyclists on road	Install Sharrows up to Centrelink Port Adelaide		2022-23	$3-5k	IMG_029
59	PORT ADELAIDE	Lipson Street	Intersection of Lipson Street and St Vincent Street	Greenways and Bikeways		Absence of wayfinding signs to navigate cyclists to turn onto Lipson Street	Install wayfinding		2022-23	up to $1k	
60	PORT ADELAIDE	Minories Street	Between St Vincent Street and Gardiner Ct	Port Adelaide CBD 'local links'	No bike lane	No wayfinding signs to assist navigation or Sharrows to indicate presence of cyclists on road	Improve signage and/or install Sharrows to raise awareness of cyclists sharing the road		2022-23	$3-5k	IMG_030
61	PORT ADELAIDE	Minories Street	Northern end of Minories Street	Port Adelaide CBD 'local links'	No bike lane	Absence of wayfinding to direct the cyclists to Port Adelaide Plaza	Improve signage and/or install Sharrows to raise awareness of cyclists sharing the road		2022-23	up to $1k	
62	PORT ADELAIDE	Nelson Street	Between North Parade and St Vincent Street	Greenways and Bikeways	No bike lane or Sharrows		Install bike lane or Sharrows		2022-23	$3-5k	IMG_031
63	PORT ADELAIDE	Nelson Street	South side 16.0m from bridge	Greenways and Bikeways	Shared use path (2.5m wide)	Wayfinding sign pointing north instead of south	Replace wayfinding sign to point south		2022-23	up to $1k	
64	PORT ADELAIDE	Port Adelaide Expressway	Intersection of Port River Expressway & Perkins Drive	Main Road	Incomplete section of bike lane at the intersection	No bike lane on Port River Expressway	Liaise with DIT to remove bike lane at the intersection to reduce confusion for motorists as well as encouraging cyclist to ride on shared use path		2022-23	-	
65	PORT ADELAIDE	Russell Street	Between Queen Street and railway path	Greenways and Bikeways	Sharrows clearly visible	Misleading Sharrows direct cyclists to turn onto Queen Street (no through road)	Change the arrow pointing of the Sharrows		2022-23	up to $1k	IMG_032
66	PORT ADELAIDE	Russell Street	Between Queen Street and Davidson Street	Greenways and Bikeways	No wayfinding signs or Sharrows	No wayfinding signs to assist navigation or Sharrows to indicate presence of cyclists on road	Improve signage and/or install Sharrows to raise awareness of cyclists sharing the road		2022-23	up to $1k	
67	PORT ADELAIDE	St Vincent Street	Between Commercial Road and Lipson Street	Greenways and Bikeways	No bike lane	No wayfinding signs to assist navigation or Sharrows to indicate presence of cyclists on road	Install "Watch For Bicycle" signs		2022-23	up to $1k	IMG_033
68	PORT ADELAIDE	Unknown 1	Intersection of Russell Street and Davidson Street	Greenways and Bikeways	Shared use path (1.3m wide)	Narrow path, non compliant	Widen path to comply		2022-23	$5-10k	IMG_034

No.	Suburb	Road name	Location	Route type	Existing conditions / treatment	Gaps	Proposed improvements / treatments	Additional comments	Priority year	Indicative cost	Image reference
69	PORT ADELAIDE	Unknown 5	Nearby Edith Street	Neighbourhood Connector	Shared use path	Absence of wayfinding to navigate the cyclists turn either (Neighbourhood connector routes) or (Greenways and Bikeways), Absence of line marking indicating it is a shared use path	Install wayfinding, Install line marking (Shared use path)		2022-23	$1-3k	IMG_035
70	PORT ADELAIDE / ALBERTON	Grand Junction Road	Intersection of Grand Junction Road and Port Road	Main Road	Bike lane ends 60m before the intersection	Absence of 60m linkage before intersection due to left turn lane	Liaise with DIT to install "Watch For Bicycle" signs to indicate the presence of cyclist and install green pavement marking for left turn from Grand Junction Road to Commercial Road. This treatment can be potentially apply in all 4 directions of the intersection	Where possible, intersection upgrade to include a bike lane or else widen the footpath at the end of bike lane into a 2.5m wide shared use path, construct bicycle ramp and "All Bicycle" signage to direct cyclists to go off-road. Note: land acquisition is required to achieve this.	2022-23	-	
71	PORT ADELAIDE / OTTOWAY	Unknown 3	Between McNicol Terrace and North Arm Road	Neighbourhood Connector	Undeveloped Route	Private Property Land, Railway Path	Liaise with State Government & DIT to provide off-road share path along the private property land and railway path. Form partnership with developer, investor, Renewal SA and residential.		2022-23	-	IMG_036
72	ROSEWATER	Davidson Street	South West of Davidson Street	Greenways and Bikeways	No wayfinding or Sharrows	No wayfinding signs to assist navigation or Sharrows to indicate presence of cyclists on road	Improve signage and/or install Sharrows to raise awareness of cyclists sharing the road		2022-23	$1-3k	IMG_037
73	ROSEWATER	Newcastle Street	Between Torrens Road and Grand Junction Road	Neighbourhood Connector	11.0m wide road with no Sharrows	No Sharrows to indicate presence of cyclists on road	Improve signage and/or install Sharrows to raise awareness of cyclists sharing the road		2022-23	$1-3k	IMG_038
74	ROSEWATER	Torrens Road	North West of Torrens Road (before Davidson Street)	Greenways and Bikeways	Faded Sharrows		Refresh Sharrows pavement marking		2022-23	$1-3k	
75	SEMAPHORE	Esplanade	Intersection of Esplanade and Semaphore Road	Recreational	End user facilities	Lack of bicycle facilities for cyclists	Install bike repair station		2022-23	$5-10k	
76	SEMAPHORE / SEMAPHORE SOUTH	Hart Street	Between Connor Street and Causeway Road	Neighbourhood Connector	No bike lane	No wayfinding signs to assist navigation or Sharrows to indicate presence of cyclists on road	Improve signage and/or install Sharrows to raise awareness of cyclists sharing the road		2022-23	up to $1k	IMG_040
77	SEMAPHORE SOUTH	Bower Road	Corner of Bower Road and Esplanade	Main Road	Bike Lane	Lack of line marking indicating the presence of cyclists at the turning section	Liaise with DIT to install green pavement marking at the turning point to indicate presence of cyclist		2022-23	-	IMG_039
78	SEMAPHORE SOUTH	Bower Road	Intersection of Bower Road and Goldsworthy Road	Main Road	Bike lane ends 60m before the intersection	Absence 60m of linkage to the intersection	Unable to extend bike lane to intersection Consider widening footpath at intersection and redirecting cyclists onto footpath around intersection Include signage to direct cyclists onto footpath		2022-23	$10-20k	
79	SEMAPHORE SOUTH	Bower Road	Between Goldsworthy Road and Causeway Road	Main Road	No bike lane	Absence of 150m linkage at this section of road	Liaise with DIT to install part time bike lane parking control sign (7.30-9.00am) and bicycle ramp to connect into shared use path on Causeway Road		2022-23	-	

No.	Suburb	Road name	Location	Route type	Existing conditions / treatment	Gaps	Proposed improvements / treatments	Additional comments	Priority year	Indicative cost	Image reference
80	CLEARVIEW	Browning Street	Between Hillsea Avenue and Kent Avenue	Neighbourhood Connector	2 roundabouts between Hillsea Avenue and Kent Avenue	No wayfinding signs to assist navigation or Sharrows to indicate presence of cyclists on road	Improve signage and/or install Sharrows to raise awareness of cyclists sharing the road	Provides potential connection between Levels-City bikeways and Gawler Greenway	2024-25	$1-3k	
81	CLEARVIEW	Corconda Street	Intersection with Hampstead Road	Neighbourhood Connector	Part-time bicycle lane on Hampstead Road (7-10am, 3-7pm)	Poor crossing at intersection with Hampstead Road	Liaise with DIT to improve crossing on Hampstead Road between Corconda Street and Redward Avenue	Provides better connections between local streets	2024-25	-	IMG_041
82	CLEARVIEW	Milton Avenue	Between Hampstead Road and Kent Avenue	Neighbourhood Connector	Poor connection onto Folland Avenue via Hampstead Road On-road bike lanes on Folland Avenue	No wayfinding signs to assist navigation or Sharrows to indicate presence of cyclists on road	Install Sharrows and cut out at median at Hampstead Road intersection for eastbound cyclists	Provides better connections between local streets	2024-25	$5-10k	
83	CLEARVIEW	Robert Avenue	Between Corconda Street and Collins Street	Neighbourhood Connector	Sharrows clearly visible	No wayfinding signs directing cyclists into Collins Street	Install wayfinding sign at intersection of Corconda Street directing the cyclists to turn onto Robert Avenue	Provides better connections between local streets	2024-25	up to $1k	IMG_042
84	ENFIELD	Warwick Street	Intersection with Main North Road	Neighbourhood Connector	Unsignalised intersection with all turn movements into and out of Warwick St and Main North Road Pedestrian refuge approximately 80.0m north of intersection	No wayfinding signs directing cyclists to cross at existing pedestrian refuge on Main North Road	Install wayfinding signs directing cyclists to cross at pedestrian refuge		2024-25	up to $1k	IMG_043
85	GEPPS CROSS	Baulderstone Road	Between Waldaree Street and Cavan Road	Neighbourhood Connector	Semi industrial No bike lanes Heavy vehicle route	No wayfinding signs to assist navigation or Sharrows to indicate presence of cyclists on road No crossing at Cavan Road	Install Sharrows along Baulderstone Road Widen footpath on east side of Cavan Road between Baulderstone Road and Duncan Road Liaise with DIT to install a refuge to facilitate safe crossing Install wayfinding signs	Forms an essential link between Main Roads to Gawler Greenway	2024-25	$10-20k	IMG_044
86	GEPPS CROSS	Briens Road	Between Howard Road and Grand Junction Road	Main Road	Approx. 3.0m wide footpath Four lane road with concrete centre median and two pedestrian crossings between Grand Junction Road and Laing Street Bus route	Insufficient road width to accommodate bike lane. Absence of wayfinding signs advising of connection to Dry Creek Trail	Install wayfinding signs to connect with Dry Creek Trail Consider converting wide footpath to shared use path	Provides connection between Dry Creek Trail and Grand Junction Road	2024-25	up to $1k	
87	GEPPS CROSS	Duncan Road	Between Cavan Road and Churchill Road North	Neighbourhood Connector	Industrial area Heavy vehicle route	No wayfinding signs to assist navigation or Sharrows to indicate presence of cyclists on road	Improve signage and/or install Sharrows to raise awareness of cyclists sharing the road	Installation of on-road bicycle lane is ruled out due to the width of the road, however the footpath can be widened to serve as a shared use path in longer term	2024-25	$1-3k	IMG_045
88	GEPPS CROSS	Prospect Road	Between Grand Junction Road and Waldaree Street	Neighbourhood Connector	13.1m wide road in a semi-industrial area No bike lanes	No bike lanes No wayfinding signs	Install on-road bicycle lanes on both sides of the road Install wayfinding signs for cyclists to turn left onto Waldaree Street	Links the Local streets to Main Roads	2024-25	$1-3k	
89	GEPPS CROSS	Waldaree Street	Between Prospect Road and Baulderstone Road	Neighbourhood Connector	Semi industrial area No wayfinding signs No bike lanes	No wayfinding signs to assist navigation or Sharrows to indicate presence of cyclists on road	Install Sharrows and wayfinding signs directing cyclists to north into Baulderstone Road	Forms an essential linking between Main Roads to Gawler Greenway	2024-25	$1-3k	
90	GILLES PLAINS	Blacks Road	Between Osmond Terrace and Dally Road	Neighbourhood Connector	On road bicycle track on either side with wayfinding signs guiding to Blacks Road	Missing wayfinding signs to indicate the route through Dally Road	Install wayfinding signs directing cyclists to turn right onto Dally Road	Provides better connection to Grand Junction Road from Sudholz Road	2024-25	up to $1k	

No.	Suburb	Road name	Location	Route type	Existing conditions / treatment	Gaps	Proposed improvements / treatments	Additional comments	Priority year	Indicative cost	Image reference
91	GILLES PLAINS	Dally Road	Between Blacks Road and Lurline Avenue	Neighbourhood Connector	3 flat top speed humps and concrete centre medians at intersection with Lurline Avenue and Blacks Road	No wayfinding signs to assist navigation or Sharrows to indicate presence of cyclists on road	Improve signage and/or install Sharrows to raise awareness of cyclists sharing the road	Provides better connection to Grand Junction Road from Sudholz Road	2024-25	$1-3k	IMG_046
92	GILLES PLAINS	Grand Junction Road	Between Lurline Avenue and Wandana Avenue	Main Road	Part-time bike lane (4:00-6:00pm)	No bicycle push button to activate traffic signal phase for cyclists crossing	Install new bicycle push button	Forms a link between local streets	2024-25	$3-5k	IMG_047
93	GILLES PLAINS	Lurline Avenue	Between Dally Road and Grand Junction Road	Neighbourhood Connector	3 flat top speed humps and concrete centre median at intersection with Grand Junction Road	No wayfinding signs to assist navigation or Sharrows to indicate presence of cyclists on road. Unsafe crossing at Grand Junction Road.	Improve signage and/or install Sharrows Provide a cut in median to improve crossing onto Grand Junction Road Alternatively utilise Hawker Avenue and Wandana Avenue signalised junction	Provides wayfinding to Grand Junction Road from Sudholz Road	2024-25	$5-10k	IMG_048
94	GILLES PLAINS	Osmond Terrace	Between Sudholz Road and Blacks Road	Neighbourhood Connector	Connected to Sudholz Road by off-road bicycle track with refuge facilitating crossing to Sudholz Road	No wayfinding signs to assist navigation or Sharrows to indicate presence of cyclists on road	Improve signage and/or install Sharrows to raise awareness of cyclists sharing the road	Provides better connection to Grand Junction Road from Sudholz Road	2024-25	$1-3k	IMG_049
95	GREENACRES	Manoora Street	Between Muller Road and Redward Avenue	Neighbourhood Connector	Local road with two roundabouts	No wayfinding signs to assist navigation or Sharrows to indicate presence of cyclists on road	Improve signage and/or install Sharrows to raise awareness of cyclists sharing the road	Provides better connections between local streets	2024-25	$1-3k	IMG_050
96	HILLCREST	Queensborough Avenue	Between Redward Avenue and Harman Street	Neighbourhood Connector	shared use path between Melville Street and Harman Street	No wayfinding signs to assist navigation or Sharrows to indicate presence of cyclists on road	Install wayfinding sign at intersection of Fosters Road directing cyclist to turn onto Redward Avenue and install Sharrows	Forms a link between the connection from Levels-City bikeway to River Torrens Linear Trail	2024-25	$1-3k	
97	HILLCREST	Queensborough Avenue	To Windsor Grove at intersection with North East Road	Neighbourhood Connector	bike lanes on North East Road, the intersection serves as a connection between Windsor Grove and Queensborough Avenue	Poor crossing at the intersection	Improve crossing at the intersection by installing new bicycle push button	Forms a link between the connection from Levels-City bikeway to River Torrens Linear Trail	2024-25	$3-5k	IMG_051
98	KLEMZIG	Fife Street	Between George Street and Rex Avenue	Neighbourhood Connector	bike direct navigation signs on western side		Improve signage and/or install Sharrows to raise awareness of cyclists sharing the road	Provides better connections between local streets	2024-25	up to $1k	IMG_052
99	KLEMZIG	Fourth Avenue	Between OG Road and Windsor Grove	Neighbourhood Connector	Bus route	No wayfinding signs to assist navigation or Sharrows to indicate presence of cyclists on road	Improve signage and/or install Sharrows to raise awareness of cyclists sharing the road	Provides better connections between local streets to River Torrens Linear Trail	2024-25	$1-3k	IMG_053
100	KLEMZIG	O G Road	Between Thames Avenue and Fourth Avenue	Neighbourhood Connector	No bike lane on west side bike lane on east side 2.0m wide footpath on west side accessible for cyclists Signalised intersection with PAC No wayfinding signs at traffic signals to direct cyclists between Thames Avenue and Fourth Avenue	Unsafe crossing at OG Road/ Thames Avenue intersection for cyclists attempting to enter Thames Avenue from OG Road	Liaise with DIT to improve crossing at OG Road / Thames Avenue intersection Install wayfinding signs guiding cyclists between Fourth Avenue and Thames Avenue via OG Road	Provides better connections between local streets	2024-25	-	IMG_054
101	KLEMZIG	Rex Avenue	Between Fife Street and Swan Avenue	Neighbourhood Connector	Unclear wayfinding		Improve signage and/or install Sharrows to raise awareness of cyclists sharing the road	Provides better connections between local streets	2024-25	up to $1k	IMG_055
102	KLEMZIG	Swan Avenue	Between Rex Avenue and Thames Avenue	Neighbourhood Connector	wayfinding sign on the eastern side	wayfinding sign not clearly visible for cyclists	Improve signage and/or install Sharrows to raise awareness of cyclists sharing the road	Provides better connections between local streets	2024-25	up to $1k	IMG_056
103	KLEMZIG	Thames Avenue	Between Swan Avenue and OG Road	Neighbourhood Connector	Unclear wayfinding	No wayfinding signs to assist navigation or Sharrows to indicate presence of cyclists on road	Install wayfinding signs and/or Sharrows directing cyclists to use OG Road and navigate to Fourth Avenue	Provides better connections between local streets	2024-25	$1-3k	IMG_057

No.	Suburb	Road name	Location	Route type	Existing conditions / treatment	Gaps	Proposed improvements / treatments	Additional comments	Priority year	Indicative cost	Image reference
104	MANNINGHAM	Ways Road	Between North East Road and Mullers Road	Neighbourhood Connector	Pedestrian refuge at the intersection with Mullers Road and at intersection with North East Road	No wayfinding signs to assist navigation or Sharrows to indicate presence of cyclists on road	Improve signage and/or install Sharrows to raise awareness of cyclists sharing the road	Provides as secondary connection between local streets and Levels-City bikeway	2024-25	$1-3k	IMG_058
105	NORTHFIELD	Coleridge Crescent	Between Gordon Avenue and Radford Avenue	Greenways and Bikeways	Local road Faded Sharrows		Reinstate Sharrows	Levels-City bikeway to City connection	2024-25	up to $1k	IMG_059
106	NORTHFIELD	Rowe Avenue	Between Folland Avenue and Grand Junction Road	Neighbourhood Connector	Four roundabouts between Folland Avenue and Wright Avenue Four flat top speed humps between Wright Avenue and Grand Junction Road	No wayfinding signs or Sharrows to indicate presence of cyclists on road Difficulty crossing onto Stirling Street via Grand Junction Road	Install wayfinding signs and Sharrows Investigate potential link between Rowe Avenue and Redward Avenue through currently residential development underway Install wayfinding signs to detour cyclists onto Arthur Street via Leeds Avenue	provide linking between the land developments going on in Lightsview	2024-25	$1-3k	IMG_060
107	NORTHFIELD	Stirling Street	Between Grand Junction Road and Neville Street	Neighbourhood Connector	Unclear wayfinding	No connectivity No wayfinding signs to assist navigation or Sharrows to indicate presence of cyclists on road	Construct shared use path adjacent to LJ Lewis Reserve and connect with unnamed park in Neville Street, connecting with Thompson Avenue Install wayfinding signage to guide cyclists through route	Provides better connections between local streets	2024-25	$500k+	IMG_061
108	OAKDEN	Grand Junction Road	Between Walkleys Road and Fosters Road	Main Road	Part-time bike lane (4:00-6:00pm)	No bike lanes for approximately 195.0m adjacent to intersection with Fosters Road	Liaise with DIT to install bike lanes	Provides connectivity between Gawler Greenway and Dry Creek Trail	2024-25	-	
109	OAKDEN	Sir Ross Smith Boulevard	Adjacent to Sudholz Road	Neighbourhood Connector	3.0m wide shared use path on west side	No wayfinding signs or markings to indicate presence of cyclists on road on eastern side	Install wayfinding signs directing cyclists to Sudholz Road	Provides better connections between local streets to Main Roads	2024-25	Up to $1k	IMG_062
110	OAKDEN	Sir Ross Smith Boulevard	Between Fosters Road and Regent Gardens Drive	Neighbourhood Connector	shared use path resurfaced recently terminating at Harry Wierda Reserve	No wayfinding signs to assist navigation or Sharrows to indicate presence of cyclists on road	Install wayfinding signage to direct cyclists to the Village and Fosters Road	Provides better connections between local streets	2024-25	Up to $1k	
111	OAKDEN	Sir Ross Smith Boulevard	Intersection with Regent Court	Neighbourhood Connector	shared use path along Sir Ross Smith Boulevard and Roy Amer Reserve		Install holding rails at intersection of Sir Ross Smith Boulevard and Regent Court	Provides connectivity to the shared use paths	2024-25	Up to $1k	
112	VALLEY VIEW	Ancell Court	Between Grand Junction Road and Haddington Street	Neighbourhood Connector	Off-road share path connecting Grand Junction Road to Ancell Court No formal footpath	No wayfinding signs to assist navigation or Sharrows to indicate presence of cyclists on road Missing connection between the off-road path to trail	Install Sharrows and new shared use path connecting the off-road share path from Grand Junction Road to the Dry Creek Trail Provide cut in median to improve connectivity to Grand Junction Road	Provides connectivity between Grand Junction Road and Dry Creek Trail	2024-25	$10-20k	IMG_063
113	VALLEY VIEW	Haddington Street	Between Ancell Court and Pauls Drive	Neighbourhood Connector	shared use path from Haddington Reserve terminating at Ancell Court / Haddington Street intersection	Absence of good cycle path to function as link between Grand Junction Road to Dry Creek Trail	Widen existing shared use path Construct new paths providing a loop around the creek to Pauls Drive intersection extending from Ancell Court Extend the link up to York Street	Provides connectivity to Salisbury Dry Creek Trail	2024-25	$30-50k	IMG_064
114	VALLEY VIEW	Walkleys Road	Service Road between Dry Creek Trail and Grand Junction Road	Neighbourhood Connector	Bicycle link between Walkleys Road and Grand Junction Road with restricted on-street parking on one side of the road adjacent to Dry Creek Trail	Missing link between Walkleys Road and Dry Creek Trail No wayfinding signs to assist navigation or Sharrows to indicate presence of cyclists on road Poor crossing at Grand Junction Road intersection	Improve wayfinding signs or install Sharrows Construct off-road bicycle track to provide link to Dry Creek Trail Provide cut out in centre median and kerb ramps at Walkleys Road service road / Grand Junction Road intersection	Provides connectivity between Grand Junction Road and Dry Creek Trail	2024-25	$10-20k	IMG_065
115	WALKLEY HEIGHTS	Howard Road	Between Briens Road and South Terrace	Neighbourhood Connector	Unclear wayfinding	No wayfinding signs to assist navigation or Sharrows to indicate presence of cyclists on road	Improve signage and/or install Sharrows to raise awareness of cyclists sharing the road	Provides better connections between local streets to Dry Creek Trail	2024-25	$10-20k	

No.	Suburb	Road name	Location	Route type	Existing conditions / treatment	Gaps	Proposed improvements / treatments	Additional comments	Priority year	Indicative cost	Image reference
116	WINDSOR Gardens	Brecon Street	Between Pitman Road and McKay Avenue	Neighbourhood Connector	Bus route	No wayfinding signs to assist navigation or Sharrows to indicate presence of cyclists on road	Improve signage and/or install Sharrows to raise awareness of cyclists sharing the road	Provides better connections between local streets	2024-25	$1-3k	
117	WINDSOR Gardens	Danby Avenue	Between McKay Avenue and Sudholz Road	Neighbourhood Connector	Bus route	No wayfinding signs to assist navigation or Sharrows to indicate presence of cyclists on road	Improve signage and/or install Sharrows to raise awareness of cyclists sharing the road	Provides better connections between local streets to Main Roads	2024-25	$1-3k	
118	WINDSOR Gardens	McKay Avenue	Between Brecon Street and Danby Avenue	Neighbourhood Connector	No-entry, Buses Exempted' treatment commencing at McKay Avenue/Brecon Street intersection for approximately 50.0m into McKay Avenue providing bus access in both directions	No wayfinding signs to assist navigation or Sharrows to guide cyclists to and from Danby Avenue	Amend No Entry Buses Exempted to include Cyclists Exempted Install Sharrows to raise awareness of cyclists sharing the road	Provides better connections between local streets	2024-25	$1-3k	IMG_066
119	WINDSOR Gardens	McLauchlan Road	Between Windsor Grove and Pellew Street	Neighbourhood Connector	Bus route with separated carriageway bike direct signs		Install Sharrows to raise awareness of cyclists sharing the road	Provides better connections between local streets	2024-25	$1-3k	IMG_067
120	WINDSOR Gardens	Pellew Street	Between McLauchlan Road and Pitman Road	Neighbourhood Connector	Unclear wayfinding adjacent to intersection with McLauchlan Road	No wayfinding signs to assist navigation or Sharrows to indicate presence of cyclists on road	Improve signage and/or install Sharrows to raise awareness of cyclists sharing the road	Provides better connections between local streets	2024-25	$1-3k	IMG_068
121	WINDSOR Gardens	Pitman Road	Between Pellew Street and Brecon Street	Neighbourhood Connector	Bus route	No wayfinding signs to assist navigation or Sharrows to indicate presence of cyclists on road	Improve signage and/or install Sharrows to raise awareness of cyclists sharing the road	Provides better connections between local streets	2024-25	$1-3k	
122	WINDSOR Gardens	Sudholz Road	Between Sir Ross Smith Boulevard and River Torrens Linear Trail	Main Road	Approx. 100.0m long bike lane on west side approaching North East Road intersection but no bike lane from intersection with Danby Avenue.	Insufficient crossing at Sudholz Road / Danby Avenue signalised intersection.	Liaise with DIT to investigate staggered crossing on east side of Sudholz Road / Danby Avenue intersection	Provides linking between Dry Creek Trail and River Torrens Linear Trail	2024-25	-	IMG_069
123	WINDSOR Gardens	Windsor Grove	Between Fourth Avenue and River Torrens Linear trail	Neighbourhood Connector	Part-time bike lane (7:30-9am, 3-6pm) bike lanes to River Torrens Linear Trail 3.0m-3.5m wide shared use path on the trail	No wayfinding signs indicating right turning onto Windsor Grove from Fourth Avenue and onto McLauchlan Road	Install wayfinding signs to direct cyclists to shared use path and McLauchlan Road	Provides linking between Levels-City bikeway and River Torrens Linear Trail	2024-25	up to $1k	IMG_070

CYCLING INFRASTRUCTURE PROPOSED PROJECTS – LOCATION IMAGES

Images below provide further context to some of the priority projects. Images are referenced against cycling infrastructure projects in the fourth column from the right.

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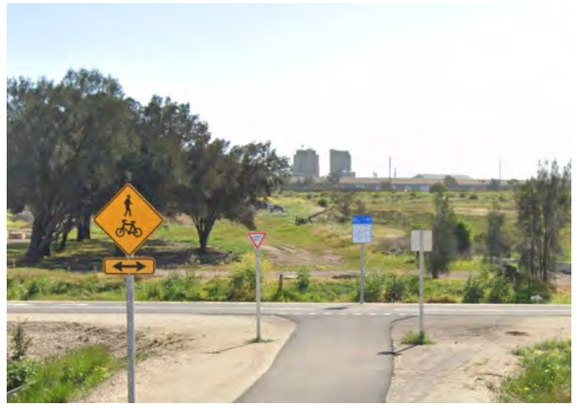
IMG_002

IMG_003

IMG_004



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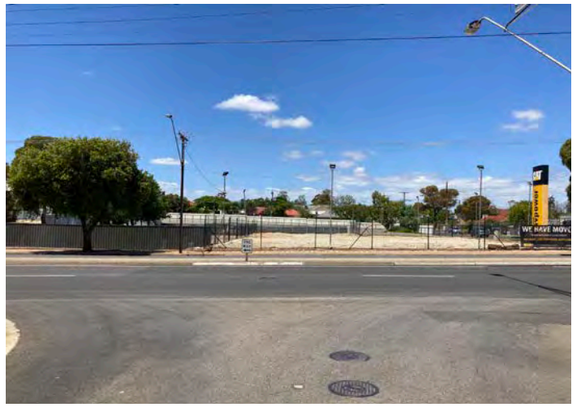

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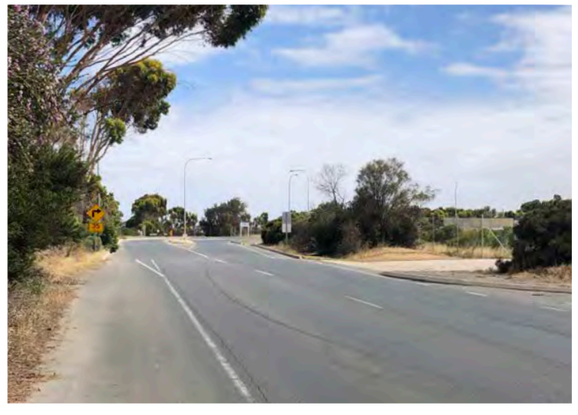

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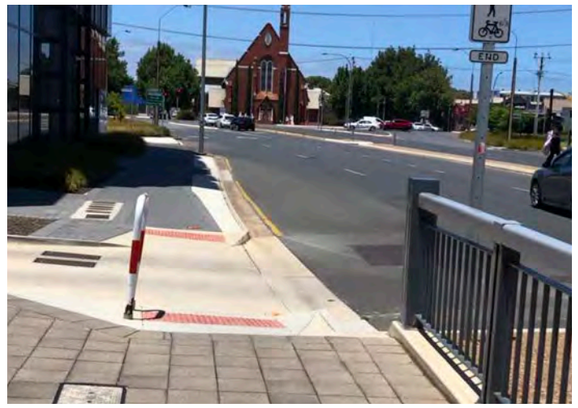

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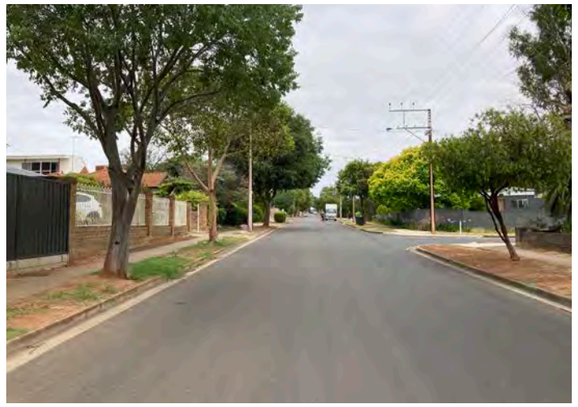

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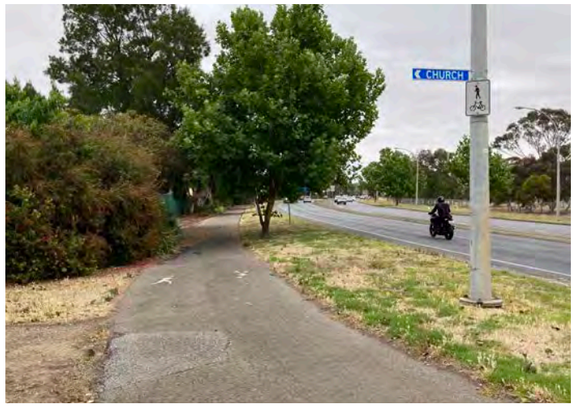

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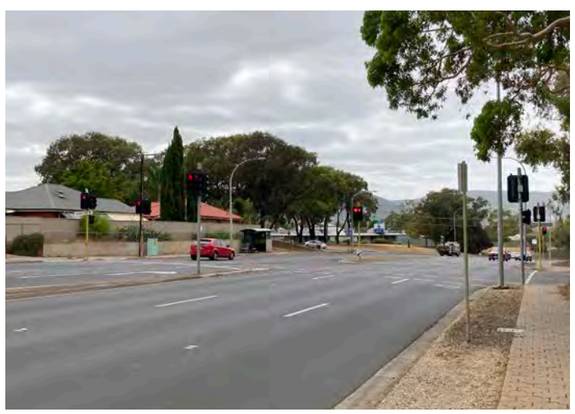

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WALKING INFRASTRUCTURE PRIORITY PROJECTS

The list below details proposed walking infrastructure projects.

No.	Suburb	Road name	Location	Existing conditions / treatment	Gaps	Proposed improvements / treatments	Additional comments	Indicative cost
1	Holden Hill/ Gilles Plains	North East Road	Sudholz Road intersection and surrounds (Lyons Road, Blacks Road, Bristol Terrace, Aberdeen Ave)	Signalised intersection Significantly high traffic volumes in all directions History of numerous crashes involving vehicles, pedestrians, cyclists Various safety improvements implemented by DIT to reduce crash severity Paved footpaths with varying widths up to 2.5 metres SA Police building at intersection, petrol station, McDonald's Shopping Precinct Local roads and residential environment within 100-250 metres of intersection Accessible via footpaths and crossings at signalised intersection	Due to significant traffic volumes and existing conditions, unable to consider midblock crossings as it would be hazardous for pedestrians to cross		Deliver Footpath Programme - upgrade asphalt path to paved on west side at Sudholz Road between Sir Ross Smith Blvd and Grand Junction Road	$231,000
2	Holden Hill/ Gilles Plains	North East Road	Aberdeen Avenue intersection	Kerb ramps non-compliant to DDA requirements e.g. no tactiles		Upgrade kerb ramps		$3,000
3	Holden Hill/ Gilles Plains	North East Road	Lurline Avenue intersection	Kerb ramps non-compliant to DDA requirements e.g. no tactiles		Realign and upgrade kerb ramps Investigate converting solid centre median to pedestrian refuge		$20,000
4	Holden Hill/ Gilles Plains	North East Road	Left turn into Lyons Road - westbound	Blind Pedestrians Sign		Investigate if 'Blind Pedestrians' sign is still warranted. If so, consider upgrade and duplicate signage to raise driver awareness of Blind Pedestrians.		$1,200
5	Blair Athol	Main North Road	South of Grand Junction Road intersection, between Baker Street and Darlington Street	Signalised intersection at Grand Junction Road Significantly high traffic volumes in all directions History of numerous crashes involving vehicles, pedestrians, cyclists Various safety improvements implemented by DIT to reduce crash severity Paved footpaths with varying widths up to 2.5 metres Vehicle car dealership precinct Motel, furniture store, petrol station Some residential properties on west side Significant distance between intersections for safe crossing	Due to significant traffic volumes and existing conditions, unable to consider midblock crossings as would be hazardous locations for pedestrians to cross	East side - maintain overgrown vegetation to provide clear passage for pedestrians		$2,500
6	Sefton Park	Main North Road	South of Regency Road intersection to Council boundary at Park Street	Significantly high traffic volumes in both directions (north-south) History of crashes involving vehicles, pedestrians, cyclists Various safety improvements implemented by DIT to reduce crash severity Paved footpaths with varying widths up to 2.5 metres Retail shopping precinct - North Park on west side, Sefton Plaza on east side Pedestrian barrier fence in place along entire centre median between Regency Road and Edgeworth Street Mid-block PAC between Regency Road and Edgeworth Street		Liaise with DIT to upgrade/replace barrier fences at centre median and on east side		$30,000
7	Sefton Park	Main North Road	Park Street	Kerb ramps non-compliant to DDA requirements e.g. no tactiles		Significantly high volumes of pedestrian movements. Realign and upgrade kerb ramps at Park St intersection to DDA compliance		$12,000

No.	Suburb	Road name	Location	Existing conditions / treatment	Gaps	Proposed improvements / treatments	Additional comments	Indicative cost
8	Kilburn	Churchill Road	Inwood Avenue	Kerb ramps non-compliant to DDA requirements e.g. no tactiles		Upgrade kerb ramps		$3,000
9	Kilburn	Churchill Road	Foote Avenue	Kerb ramps non-compliant to DDA requirements e.g. no tactiles		Upgrade kerb ramps		$3,000
10	Kilburn	Churchill Road	Cromwell Road	Kerb ramps non-compliant to DDA requirements e.g. no tactiles		Upgrade kerb ramps		$3,000
11	Kilburn	Churchill Road	Montgomery Road	Kerb ramps non-compliant to DDA requirements e.g. no tactiles		Upgrade kerb ramps		$3,000
12	Kilburn	Churchill Road	471 Churchill Road	Kerb ramps and centre crossing non-compliant to DDA requirements e.g. no tactiles		Liaise with DIT to upgrade PAC to DDA compliance e.g. install tactiles		$3,000
13	Kilburn	Churchill Road	Goodman Avenue	Kerb ramps non-compliant to DDA requirements e.g. no tactiles		Upgrade kerb ramps		$3,000
14	Kilburn	Churchill Road	Brunswick Street	Kerb ramps non-compliant to DDA requirements e.g. no tactiles		Upgrade kerb ramps		$3,000
15	Kilburn	Churchill Road	Northcote Street	Kerb ramps non-compliant to DDA requirements e.g. no tactiles		Upgrade kerb ramps		$3,000
16	Kilburn	Churchill Road	Way Street	Kerb ramps non-compliant to DDA requirements e.g. no tactiles		Upgrade kerb ramps	Include with kerb ramp works programmed to occur at Denver St	$3,000
17	Kilburn	Churchill Road	Le Hunte Street	Kerb ramps non-compliant to DDA requirements e.g. no tactiles		Upgrade kerb ramps		$3,000
18	Kilburn	Churchill Road	Gladstone Avenue	Kerb ramps non-compliant to DDA requirements e.g. no tactiles		Upgrade kerb ramps		$3,000
19	Kilburn	Churchill Road	Jersey Avenue	Kerb ramps non-compliant to DDA requirements e.g. no tactiles		Upgrade kerb ramps		$3,000
20	Kilburn	Churchill Road	Hopetoun Avenue	Kerb ramps non-compliant to DDA requirements e.g. no tactiles		Upgrade kerb ramps		$3,000
21	Kilburn	Churchill Road	Kintore Avenue	Kerb ramps non-compliant to DDA requirements e.g. no tactiles		Upgrade kerb ramps		$3,000
22	Kilburn	Churchill Road	Galway Street	Kerb ramps non-compliant to DDA requirements e.g. no tactiles		Upgrade kerb ramps		$3,000
23	Kilburn	Churchill Road	Palmer Avenue	Kerb ramps non-compliant to DDA requirements e.g. no tactiles		Upgrade kerb ramps		$3,000
24	Kilburn	Churchill Road	Carroll Avenue	Kerb ramps non-compliant to DDA requirements e.g. no tactiles		Upgrade kerb ramps	Include with footpath upgrade (Churchill - Hastings)	$3,000
25	Kilburn	Churchill Road	Hawkesbury Avenue	Kerb ramps non-compliant to DDA requirements e.g. no tactiles		Upgrade kerb ramps		$3,000
26	Kilburn	Churchill Road	560 Churchill Road	Approx. 40m wide access and potential conflict between pedestrians and vehicles, including heavy vehicles.		Upgrade kerb ramps and crossing at main vehicle access into and out of property.	Pedestrian volumes at location unknown as mostly semi-industrial environment so, anticipated low pedestrian activity	$7,000
27	Kilburn	Churchill Road	East side footpaths	Part concrete, part paved and functioning but unappealing to attract pedestrian activity	Inconsistent pavement treatments	As Churchill Road revitalisation continues, consider replacing concrete footpaths with paving, applying a consistent theme.	Consider greening opportunities	$250,000 per annum

No.	Suburb	Road name	Location	Existing conditions / treatment	Gaps	Proposed improvements / treatments	Additional comments	Indicative cost
28	Mansfield Park	Entire suburb	Prioritise road network adjacent to The Parks	All kerb ramps throughout the suburb are non-compliant including at roundabouts The Parks community centre and facilities have progressively been upgraded and renewal underway throughout the suburb. Footpaths are aged but in relatively good condition. However, kerb ramps and roundabouts appear neglected and require upgrading. Consider greening opportunities at roundabouts for beautification Deliver FY20/21 Footpath Programme in Mansfield Park		Conduct kerb ramp upgrade throughout entire suburb, prioritising roads adjacent to The Parks		$150,000 per annum
29	Mansfield Park	Trafford Street	At new library facility	2 bus stops and car parking adjacent to library	No clear crossing for pedestrians within proximity of T-intersection with Haven Road	Investigate opportunity to improve crossing e.g. provide pedestrian refuges on Trafford Street, north and south of Haven Road for safer crossing.	Two bus stops located south of Haven Road so pedestrian refuge may not be achievable..	$35,000
30	Port Adelaide	Entire suburb	Prioritise road network within Port Adelaide Precinct	Almost all kerb ramps throughout the suburb are non-compliant or crossings are incomplete Significant commercial and residential renewal is attracting high volumes of local and tourist pedestrians. Footpaths are generally in good condition but kerb ramps are non-compliant.	Inconsistent kerb ramps in key pedestrian areas	Conduct kerb ramp upgrade throughout entire suburb, prioritising roads within the Port Adelaide Precinct	 	$150,000 per annum