



2. Creating Liveable Communities – Safe and Attractive Local Streets

	Actions
2.1	Revise Development Plan policies to provide best practice conditions for pedestrians and cyclists in relation to footpaths, street design and route permeability.
2.3	Revise Council Road and Path Design Guidelines to provide national and international best practise for vehicle separation, width, surface treatments, line markings, signage, crossings and warrant assessments for pedestrian, cyclist and shared path environments and facilities.
2.4	Develop guidelines for footpath and cycle path surface treatments based on likely users and heritage considerations.
2.5	Maintain ongoing footpath and kerb ramp upgrade program to meet the pedestrian, cyclist (where relevant) demand and desire lines.
2.6	Incorporate upgrades to pedestrian footpaths, on road cycling facilities crossing facilities / kerb ramps as part of road maintenance/reconstruction whenever possible.
2.7	Develop a strategy for achieving lower vehicle speed environments on local streets to encourage walking and enable cyclists to confidently share the roadway, with particular emphasis where located close to community facilities and reserves and on bike direct routes.
2.8	Implement proposed precinct wide lower speed limits in Welland and Henley and monitor the benefits for walking and cycling.
2.9	Advocate with SAPOL for improved enforcement of vehicle speeds in local and residential streets
2.10	Where traffic volumes on local and collector streets are estimated to be more than 50% higher than desirable volume, implement actions to reduce the traffic volumes to desirable levels.
2.11	Develop a series of street typologies based on Streets for People Compendium principles and North West Growth Corridor Outcomes for implementation on local streets, where appropriate, as part of road reseal and reconstruction, maintenance, Local Area Traffic Management strategies and Streetscape upgrade projects.
2.12	New Local Area Traffic Management measures will endeavour to be walk and cycle friendly, with particular emphasis on the impact of road narrowing's and roundabouts for cyclists, in consultation with residents.
2.12	Review Street Lighting and develop upgrades, with particular emphasis on streets located close to facilities likely to be open or used during hours of darkness (e.g. local shops, railway stations, bus stops, bike direct routes, community centres, sports facilities and hotels).
2.13	Renew footpaths to provide clear, direct and unobstructed route widths and alignments.
2.14	Implement upgrades to footpaths, crossings and street lighting to accommodate specific needs and local conditions where there are high levels of vulnerable users, especially elderly and young children.
2.15	Develop guidelines for pedestrian and cyclist access and end of trip facilities for all Council owned local reserves and pocket parks and identify a program of upgrades to meet the guidelines and link to the outcomes in the City of Charles Sturt Open Space Strategy.

2.16	Develop guidelines for the provision of street trees, landscape planting and street furniture in Council streets, pocket parks and local reserves including consideration of shade, shelter, seating, drinking fountains, bike parking and public art to link to the outcomes in the City of Charles Sturt Open Space Strategy.