



3. Integrating the Networks – Connecting People to Places

	Actions
3.1	Develop crossing format options at locations on local and arterial roads on convenient desires line for nearby destinations and routes to accommodate projected demand and upgrade any existing sub-standard or poor quality crossings. DPTI to implement arterial road crossings in conjunction with the City of Charles Sturt
3.2	Develop a program to implement the identified crossing upgrades on a rolling program from the highest priorities.
3.3	Ensure that pedestrian crossing phases at all signal controlled locations provide sufficient safe crossing time and minimise waiting time with regard to the nature of users of the crossing (particularly children or elderly pedestrians) and advocate to DPTI for amendments where required at arterial road crossings.
3.4	Increase footpath widths to achieve as much separation from traffic as possible, as part of upgrade and maintenance schemes.
3.5	Advocate to and work with DPTI to deliver improved bike lanes on arterial roads to meet the Austroads guidelines, prioritising routes and location based on levels of cyclist demand and crash records.
3.6	In conjunction with DPTI undertake a review of the operation and levels of cycling on the Outer Harbor Greenway following 6 months of operation.
3.7	<p>In conjunction with DPTI and in consultation with the City of West Torrens for the Torrens Linear Park shared path:</p> <p>Identify and implement upgrades to intermediate bike parking facilities</p> <p>Identify and implement upgrades to rest, shelter/shade and amenity facilities.</p> <p>Upgrade all bicycle only and pedestrian/bicycle access connectors and kerb ramps to best practice design standards.</p> <p>Develop and implement a comprehensive wayfinding and signage strategy that ensures:</p> <ul style="list-style-type: none"> •All intermediate path junctions indicate routes to destinations and suburbs by time and/or distance •All intermediate local street accesses are signed where they provide the most direct/ safest access route to local suburbs and destinations •All connecting local streets have clear street name signs to assist local access •Promotion of safe use of shared paths at appropriate locations.
3.8	Upgrade the arterial road interfaces along Torrens Linear Park to improve access/exit arrangements and enable cyclists to safely join or cross the arterials as required.
3.9	In conjunction with DPTI for Coast Park, monitor use of the shared paths to ensure they provide the recommended provision for current and anticipated growth in numbers of pedestrians and cyclists.
3.10	In conjunction with DPTI for Coast Park, identify and implement upgrades to intermediate bike parking facilities.

3.11	In conjunction with DPTI for Coast Park, review, identify and implement upgrades to rest, shelter/shade and amenity facilities.
3.12	In conjunction with DPTI for Coast Park, upgrade all bicycle only and pedestrian/bicycle access connectors and kerb ramps to best practice design standards.
3.13	In conjunction with DPTI, develop connections to Coast Park through Tennyson and West Lakes Shore via Military Road.
3.14	<p>In conjunction with DPTI for Coast Park, develop and implement a comprehensive wayfinding and signage strategy that ensures:</p> <ul style="list-style-type: none"> • all intermediate path junctions indicate routes to destinations and suburbs by time and/or distance • all intermediate local street accesses are signed where they provide the most direct/ safest access route to local suburbs and destinations • all connecting local streets have clear street name signs to assist local access • Promotion of safe use of shared paths at appropriate locations.
3.15	Monitor and review feedback on the signage strategy for the bike direct network on local streets and arterial road interfaces to identify future upgrades and modifications.
3.16	Develop and implement in conjunction with DPTI, a review program for the bike direct network to ensure it provides the most coherent, direct, safe, attractive and comfortable route network with connections to and from local destinations and suburbs, particularly in relation to arterial road crossings and current design standards.
3.17	Develop and implement the proposed Grange Lakes shared path as identified in the Open Space Strategy from Henley Beach Road to Trimmer Parade.
3.18	Develop a cycle route corridor on the south west to north east axis to provide connections generally on a route from Henley Beach to Woodville and Arndale via Fulham Gardens and Findon.
3.19	<p>Develop and implement a program to upgrade the existing Marlborough Street/Valetta Road/Hartley Road bike lane corridor to:</p> <p>Provide a continuous connection at the western end to the Coast Park and Henley Beach and at the eastern end to the Linear Park via Beatty Street or appropriate alternative route.</p> <p>Identify and sign intermediate connections between this corridor and the River Torrens Linear Park.</p> <p>Improve cycle facilities at the intermediate roundabout intersections.</p> <p>Improve bike lane treatments across minor entry roads to increase driver awareness of the bike lane and reduce crash risks to cyclists.</p> <p>Facilitate route continuity along the section of Findon Road through advocating to and working with DPTI for cycle route and crossing facilities.</p>