



Strategy for Walking & Cycling – Action Plan

To achieve higher levels of walking and cycling activity, the destinations which people access have to be available within suitable distances and designed to encourage and enable walking and cycling. Without local destinations and high quality facilities at those destinations, the opportunities for walking and cycling will not be realised.

1. Creating Spaces – Accessible Destinations

	Actions
1.1	Revise Development Plan policies to provide desired outcomes for best practise conditions at major developments and activity centres
1.2	Develop guidelines for Transport Impact Assessments submitted in support of relevant development applications to follow relevant Development plan requirements.
1.3	Develop guidelines for pedestrian and cyclist access and end of trip facilities for all Council owned and operated assets and a program for identified upgrades to meet the guidelines and link to the outcomes in the City of Charles Sturt Open Space Strategy.
1.4	Develop a program to upgrade pedestrian and cyclist facilities at local street and arterial road activity centres and implement the highest priorities
1.5	Develop a program to upgrade pedestrian and cyclist facilities at crossing points on the local and arterial road network within 500 metres of major destinations and implement the highest priorities.
1.6	Develop a program to upgrade pedestrian and cyclist facilities to access rail and tram stations, bus interchanges and GoZone routes bus stops and implement the highest priorities.
1.7	Develop a program to upgrade all other bus stop facilities to provide sufficient waiting area and shelter for passengers and adjoining pedestrian footpath and public realm.
1.8	Develop working partnerships with the owners/operators of existing major destinations to facilitate future upgrades to walking and cycling facilities.
1.9	Advocate to and partner with the owners/operators of existing major destinations to implement improvements relating to active frontages and natural surveillance.
1.10	Advocate to and partner with the owners/operators of existing major destinations to implement improvements relating to reducing the impact of car parking areas on primary street frontages.
1.11	Advocate to and partner with the owners/operators of existing major destinations to implement Improvements relating to pedestrian routes within the site and connections to public footpaths and bus stops adjoining the site.
1.12	Advocate to and partner with the owners/operators of existing major destinations to implement Improvements relating to cycling connections to existing local streets or cycle path routes.
1.13	Advocate to and partner with the owners/operators of existing major destinations to implement improvements relating to conveniently located, safe and secure bicycle parking facilities

1.14	Advocate to and partner with the owners/operators of existing major destinations to implement improvements relating to storage and changing facilities where relevant to the destination and staffing levels.
1.15	Advocate to and partner with the owners/operators of existing major destinations to implement improvements relating to public realm areas within the site including public art.
1.16	Advocate for and partner with the owners/operators of existing major destinations to implement improvements relating to lighting of public areas within the site and immediately surrounding public roads and footpaths.
1.17	Advocate for the provision of safe and secure bike parking at local stations and improved travel arrangements for bicycles on local train services.
1.18	Advocate for increased flexibility in design standards and guidelines for school zones to improve walking and cycling facilities and manage vehicle conflict risks.



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.



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>



4. Influencing Travel Behaviour – Walking and Cycling as First Instinct

	Actions
	PROMOTIONS
4.1	Increase the number of locations where the Adelaide City Bike Hire Scheme is available.
4.2	Organise community events or promotion of existing events through Council literature to mark the opening of new infrastructure, for example new sections of shared path.
4.3	Council to organise, support, promote or take part in community events to highlight walking, cycling and public transport, in all possible ways, including local community and leisure group walking and cycling activities, opening infrastructure, walk to school weeks and ride to work days, for example by attendance of Council staff and facilitating walking and cycling groups to attend.
4.4	Ensure that all Council literature identifies walking, cycling and public transport travel opportunities and routes to destinations in a simple and high profile way.
4.5	Maximise as much as possible the use of Council marketing resources to promote walking and cycling, for example newsletters and website and through social media outlets, such as Facebook and Twitter.
4.6	Develop maps, signage and logos to assist in the community recognition of walking and cycling infrastructure, for example bike direct signs.
4.7	Advocate for increasing public awareness and acceptance of the safety benefits of a reduction in local area speed limits.
	EDUCATION
4.8	Facilitate the continuing delivery and where appropriate assist the expansion of BikeEd programs through primary schools.
4.9	Explore opportunities for additional or refresher BikeEd courses through high schools.
4.10	Facilitate education and training programs for adults to learn to ride or regain confidence on a bike through workplace, interest group or community events run by Council or Partner organisations, for example Bike SA programs for new arrivals from overseas and youth at risk.
4.11	Advocate with Public Transport Authority for education opportunities and accessible information for people on how to read public transport timetables and how to purchase and use tickets.
4.12	Advocate for the development of education initiatives on the benefits of increased walking and cycling and reduced car use, considering financial, health and social as the most likely primary receptors.
4.13	Develop in conjunction with road safety organisations, educational campaigns to increase driver awareness and respect for pedestrians and cyclists, particularly in relation to vehicle speeds on local and residential streets.
4.14	Facilitate or provide stands at community events for bike training, public transport information, mapping presentations/games, for example estimating travel times by mode.

	ADVOCACY AND PARTNERSHIP
4.15	Advocate with DPTI and OPAL to extend the scope of existing programs such as Way2Go and School Travel Plans beyond the provision of safe infrastructure.
4.16	Work with DPTI to keep the Cycle Instead journey planner up to date.
4.17	Work With OPAL and schools to implement upgrades to school travel opportunities, for example Park and Stride locations, traffic exclusion zones and Travel Plan targets.
4.18	Continue to advocate the benefits of walking and cycling using specific best practice and local case study examples as they are established.
4.19	Advocate to and work with major employers to show the benefits of increased levels of walking, cycling and public transport use.
4.20	Advocate for an appropriate legislative framework to enable Council to have a flexible approach to respond to the impact of motor vehicles on local streets, e.g School Zone and Crossing Warrant requirements.
	SUPPORT
4.21	Work with partners to extend and promote existing walking and cycling groups, for example Heart Foundation walking groups, Bicycle User Groups, Bike SA programs and provide community based events and programs.



5. Council Leadership – Providing Clear Direction

	Actions
5.1	Identify Walking and Cycling Champion(s) - a high level Council Officer and Council Member who will deliver and reinforce the Cycling and Walking message throughout Council and with key partners and other external organisations.
5.2	Develop and Implement a Council wide Travel Plan to encourage increased walking, cycling and public transport use by Council. Monitor feedback to update and enhance Travel Plan to assist in achieving objectives.
5.3	Create an Active Travel Group within Council to monitor, review and advise on Walking and Cycling opportunities and outcomes for Council.
5.4	Develop a Regional Active Travel Group in conjunction with DPTI, adjoining Council's and other external stakeholders to promote and implement joint walking and cycling infrastructure, advocacy and events.
5.5	Identify Walking and Cycling Advocates within Council Officers who will support the champion and provide the following roles: <ul style="list-style-type: none"> • Implement Walking & Cycling Action Plans • Monitor and evaluate Actions and Outcomes • Identify Strategic opportunities and Partnerships • Develop and Implement Council Travel Plan • Manage the integration of culture change within Council (through creating Active Travel Group) • Advocate to external partners and organisations for the development of 5.6travel plans, active travel strategies and walking and cycling infrastructure and initiatives.
5.6	Ensure community and stakeholder consultation materials fully demonstrate the walking and cycling benefits that will be realised from the proposed strategy and actions.
5.7	Revise asset management policies to include a leading, best practice approach to deliver walking, cycling and public transport assets and to manage, maintain and upgrade existing walking, cycling and public transport assets.
5.8	Develop partnering opportunities, links and where appropriate formal subscription with best practice organisations (e.g. Walk21, 8-80 cities) and incorporate reports on national and international actions, events and outcomes in internal and external Council information.