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ENGAGEMENT SUMMARY GRANGE GREENWAY

Prepared for the City of Charles Sturt



Grange Greenway Engagement Summary

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Lead consultant URPS

In association with GTA

Prepared for City of Charles Sturt

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Summary and key findings

The Grange Greenway is a strategic walking and riding route that generally follows the Grange Railway Line and currently extends from Woodville to Seaton, where it currently ends at Frederick Road.

From 2 to 23 November 2020, the City of Charles Sturt engaged with the local community and stakeholders on four route options to complete the Grange Greenway from Frederick Road to the Grange Railway Station. Feedback was also sought on options for how the routes could be “built” (i.e. treatments). The routes and treatments consulted on are provided in Appendix A.

An online feedback form and a community drop-in session were used to gather feedback.

A total of 114 people participated in the engagement:

- 76 responses were received through the online feedback form (57 or 75% live in Grange)
- 36 people participated at the community drop-in session
- 2 written submissions were received by email.

In general, the Recreational Route attracted a lot of support and Route 3 the least. The level of support indicated for Routes 1 and 2 was very close.

Shared use paths appear to be the preferred treatments for “building” the routes. However, it should be noted that for many sections of the routes, the treatment options that scored highest may have only done so marginally. Also, the most supported treatment option for a given section may have had almost as many people not supporting it.



1.0 Background

The Grange Greenway is a strategic walking and riding route that generally follows the Grange Railway Line and currently extends from Woodville to Seaton. Most of the route consists of off-road shared use paths with some short sections on road with advisory road markings. The most recently completed path section extends along the west side of Tapleys Hill Road and north side of Meakin Terrace on the frontages of the Royal Adelaide Golf Course (RAGC). These sections were made possible by an agreement for Council to occupy land owned by the RAGC. The path has had to divert around the golf course given there is no public land alongside the railway line. The shared use path extends along Meakin Terrace to Wedge Court from where it continues on-road along Meakin Terrace and currently ends at Frederick Road.

The City of Charles Sturt is preparing a concept design for a route to complete the Grange Greenway from its current ending on Meakin Terrace at Fredrick Street through to the Grange Railway Station. The route is to consider and appropriate crossing location and format on Frederick Road, travelling along local streets and potentially utilising sections of the existing Grange Lakes Corridor path.

Council is committed to engaging with stakeholders and the community to determine the safest and most convenient route for walkers and cyclists and that also considers the needs of the local community.

To this end, in November 2020 Council engaged with stakeholders and the community on a series of potential route options and treatments for how each route could be constructed.

This report presents the engagement method and summarises the feedback received during the engagement.



2.0 How did we engage?

The engagement period was from 2 November 2020 until 5pm 23 November 2020.

The engagement presented four different routes for completing the Grange Greenway. Each route was divided into sections and different treatment options were presented for each section (e.g. on-road bicycle marking or shared use path). The routes and treatments consulted on are provided in Appendix A.

The engagement asked people for their level of support for each route and which treatment options they support for each of the route sections.

The engagement was undertaken through:

- an online feedback form
- a community drop-in session.

These activities are explained in more detail in the following sections.

The engagement was promoted through:

- a flyer delivered to the local area
- coreflute signs established along the Grange Greenway route and in the local area
- Council social media
- an email to YourSay Members and key stakeholders

Prior to the main engagement period commencing, meetings were also held with relevant State Government departments and bicycle interest groups. These discussions are not documented as part of this report.

2.1 Online feedback form

A project page was established on Council's YourSay webpage for people to get more information on the project and how to have a say. The route and treatment options were also available to view (as per Appendix A).

An online feedback form was open during the consultation dates and asked people tick box questions to understand their level of support for different routes and treatments. Free text questions enabled people to provide deeper reasoning behind their choices. The survey questions are provided in Appendix B.

2.2 Community drop-in session

A community drop in session was held on Saturday 14 November from 10am to 12.30pm at Grange Lakes Reserve, Kentdale Street Grange.

The event was set up in five stations at which people could provide their feedback.



One station presented all the routes on a map and asked people the level to which they support each route. Participants used sticky dots to indicate their level of support for each route. Comments on each route were able to be made on post it notes.

The other four stations each presented one of the routes maps in more detail, showing the treatments that could be used to build each of the sections of the route (eg. on-road bicycle marking or shared use path). Participants used sticky dots to indicate their support for the treatments of each route. Comments were able to be made on post it notes.

The maps used during the drop-in session were the same as shown in Appendix A.



3.0 What did we hear?

This section summarises the level of participation and quantitative results received through the online feedback form and community drop-in session. The verbatim comments from the online feedback form, community drop-in session and written submissions are provided in Appendix C.

3.1 How many people participated?

A total of 114 people participated in the engagement:

- 76 responses were received through the online feedback form (57 or 75% live in Grange)
- 36 people participated at the community drop-in session
- 2 written submissions were received by email.

3.2 Which route(s) were most supported?

In general, the Recreational Route attracted a lot of support and Route 3 the least. The level of support indicated for Routes 1 and 2 was very close. However, neither received a convincing level of support, and both also received a high level of objection.

Figure 1 and Figure 2 present the level of support received for each route through the online feedback form and community drop-in session respectively.

The Recreational Route was the most supported route in the online feedback form and the second most supported route at the community drop-in session.

Route 3 received the least support in both the online feedback form and community drop-in session. It was most often not supported (i.e. "I don't not support this route") and was least often supported (i.e. "I support this route").

In distinguishing a preference between Routes 1 and 2, the results of the online feedback form indicate a marginal preference for Route 2 over Route 1. 37 respondents (or 51%) support Route 2, compared to 31 respondents (or 43%). Noting however that there were still 38% respondents who did not support Route 2 and an even larger proportion (40%) that do not support Route 1. The community drop-in session results display a clear preference for Route 1 over Route 2.

If the results of both the online feedback form and community drop-in session are combined (Figure 3), there is marginally more support for Route 1 (44 people supporting it) over Route 2 (41 people supporting it). The combined results still indicate that almost as many people did not support Route 1 and 2 (34 and 43 respectively).

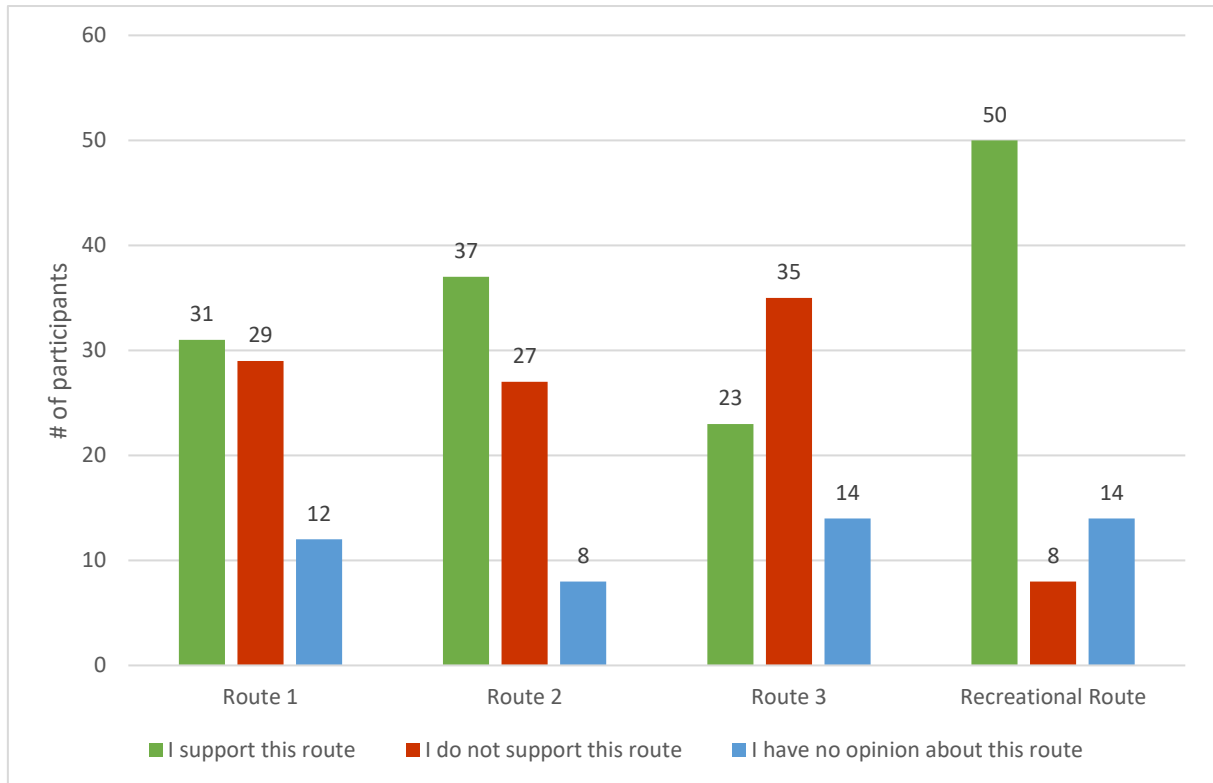


Figure 1 – Online feedback form support for each route (72 respondents)

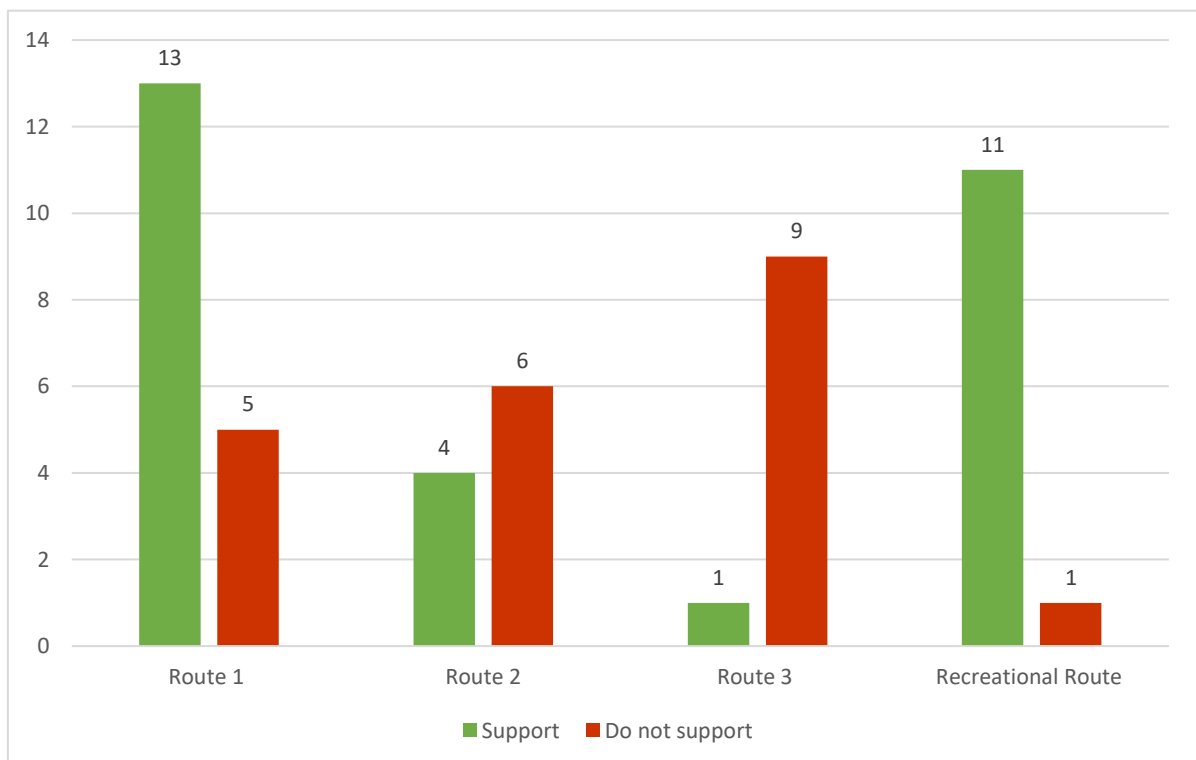


Figure 2 – Community drop-in support for each route (it is not possible to determine the number of participants that answered this particular question at the drop-in)

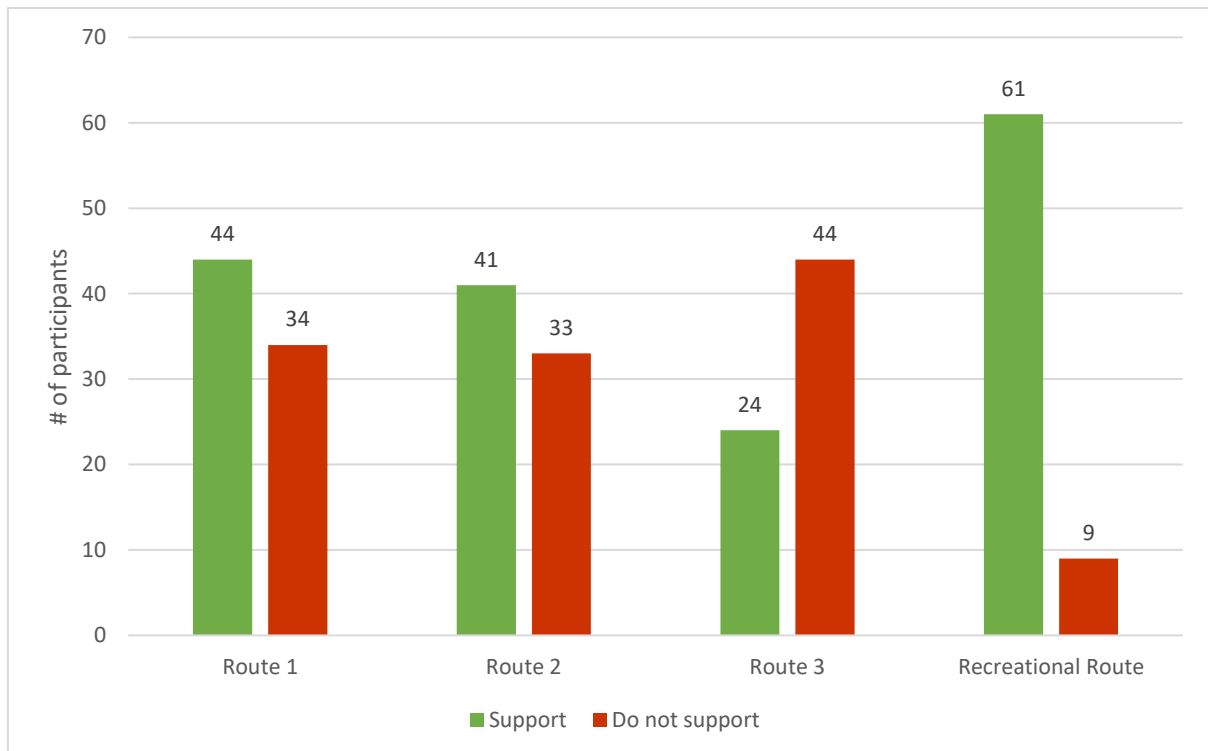


Figure 3 – combined support (community drop-in and online feedback form) for each route

3.2.1 Summary of comments on the routes and other general feedback

The comments provided on the routes and other feedback was incredibly diverse. Some themes included:

- Support for routes that support recreation and families
- Support for the bridge regardless of route chosen (but consider lighting and environmental impact)
- Some support for being on quiet streets versus some support for direct routes
- Support for off-road paths (and some about dedicated off road just for cyclists, separate to pedestrians)
- Some concerns about interaction of fast cyclists with pedestrians or recreational riders on shared use paths
- Westmoreland is functional and direct
- South versus northern side of the railway line (on Terminus Street)
- Desire to go through Silver Reserve versus to sever the reserve
- Requests to widen and improve paths (for overtaking and safety)
- Military Road, Jetty street and Westmoreland Road have high levels of traffic and likely need traffic calming measures and crossings to make it safe for bikes
- Comments for treatment options included moving bikes off-road where possible, widening footpaths to make it easier to pass/overtake when on a bike, having on-road 24-hour bicycle lanes where allowed, having shared paths and having a bike path on road but separated by a verge
- Complete the coastal bike path
- Provide a safe route to the Jetty Road shops/ beach area



Other ideas provided included:

- Comments about needing a safe crossing over Fredrick road
 - > "Safe crossing at Frederick Road is important!"
 - > "1st priority is a safe way to cross Frederick Road. Prefer push button crossing Sunset Corner."
 - > "Shared bike and pedestrian path leading to crossing on Frederick Road is a must. Current crossing is inadequate"
- Improvements to railway crossings:
 - > "An additional railway crossing point be considered just east of the Grange Lakes to provide easy access across the railway on the eastern side of Lakes."
 - > "Charles Sturt Avenue/Railway Line is difficult to cross"
 - > "Install lights and put a bike crossing at the Frederick Rd railway crossing for safe crossing of Frederick Rd."
 - > "Railway crossing near Grange tennis club needs upgrading"
- Route on Jetty Street
 - > "Would like a route on Jetty Street"
 - > "Jetty Street route as well"
 - > "I use Jetty Street to get between Frederick and Military"
 - > "Prefer push button crossing for Jetty street"
 - > "Signage on Jetty Street showing Grange Greenway just before Silver Reserve"
 - > "Sight distance looking from Surrey Street onto Jetty Road – school fence"
 - > "Jetty street very busy. Would help to have a raised traffic slowing section near the existing pathway at Charles Sturt cottage. It would stop the speeders and help the children that ride along this pathway (lots of near misses when children trying to cross Jetty Street)."
 - > "Traffic calming across Jetty Street would be imperative due to the high traffic and also high speeds that cars continue to go down this road. I have witnessed a number of close calls where children cycle out onto Jetty Street ahead of their parents with cars failing to take heed of the 40 km/h zone."
 - > "Improve crossing from jetty street to beach access over military road (opposite DULWICH bakery). The road here is very fast and unsafe for kids. A large pedestrian crossing like at Henley Beach would be good."
 - > "Residents have been begging for YEARS to have a roundabout on Jetty St / Seaview Road. We are all sick of detouring down Beach St just to cross Seaview Road. Cars travel too fast down through this intersection and a roundabout should slow them down and allow pedestrians to cross safely. Sometimes prams / cyclists are 'crowded' on the islands on Seaview Road waiting to cross. It's so dangerous."
- Other connections
 - > "Build a path through sunset as well as whichever route to connect to Seaton High"
 - > "West Lakes Boulevard shared path and improve safety at bridge"
 - > "How do people get across Military Road safely at the end of the greenway?"
 - > "Create a route through the cul-de-sacs between Military Road and the Lake. "
 - > "Route through Bartley Terrace, Manley Circuit, Reserve, and under the bridge in Semaphore Park"



- > “They all have merit but I think Westmoreland Rd has more benefits as you will be able to connect with Meakin Terrace. Making it more accessible for everyone as it connects to Tapleys Hill Road. As they are quiet streets.”
- > “does this bikeway go all the way through to Military Road on the south side of Grange railway Station?”
- > “I would like to see this connect from the Grange Railway station to the beach with signage and connect with the coast walk/bikeway”
- > “Finish it off with direct, comfortable connections to the primary school”
- > “easily the biggest issue I have is crossing Military Road from the Esplanade. a bike crossing is needed here, even a small one like in shipster on henley beach road. Using the existing crossing can be just as dangerous with cars turning into terminus and going to the beach in peak times.”
- > “Pedestrian crossing should be installed on Grange Road that connects the Grange Lakes corridor to Henley Beach. Many young families and older people use this path way, in addition speeding motorists turning on Grange Road from Cudmore Terrace. Extremely difficult to cross the road safely.”
- > “I depend on cycling as my primary mode of transportation as I am car-free. An easy bike path from Grange/Beach to all Charles Sturt suburbs directly east (all the way to Welland) would be so incredible. Cycling home on grange road after a beach day is not fun. It would be great to have a very direct route to the beach that cyclists can enjoy with minimal car interaction.”
- > “Finish the coast park grange to third street Tennyson”
- > “Complete the coastal bike path!! It is taking a very long time to complete the last remaining section. The section between Fort St and Terminus St was surveyed and pegged out many years ago but we are still waiting for further development.”
- > “For those going in reverse they are unlikely wanting to head to the train station but more likely the Grange jetty area in Grange a route to the jetty street shops and then jetty would be a more attractive bike route for those riding to the beach. Providing a safe route to the jetty/ beach area would be a great option to look at in addition to the route to the station... I think in planning the next stage of the route this needs to be considered and ensure you are not having to make cyclists dismount numerous times in a very short period to cross the railway lines”
- > “I would like to see the Grange Lakes corridor go under the Nash Street railway bridge.”
- Other considerations for recreational route
 - > “Would like to slow traffic on Westmoreland as lots more families are using”
 - > “High levels of student and pedestrian activity at Yorkshire and Westmoreland intersection”
 - > “If shared use, don’t want ‘a large concrete path’. Needs landscaping”
 - > “Shared use path – concern people will hit stobie poles”
 - > “Would love to see some traffic calming measures in the form of built outs with landscaping along the road. It needs more than just road markings”
 - > “Put a crossing in at Westmoreland Rd and Meakin Terrace. Similar to the one at Fort Street Grange near the Nursing Home. As Frederick Rd has become extremely busy”



3.3 What treatments are preferred?

Table 1 presents the level of support for different treatments received through the online feedback form. The results indicate a preference for shared use paths. Wherever an option of a shared use path was offered, it received more support than the alternatives.

The results of the drop-in session are presented in Tables 2 to 5. The drop-in session was organised to obtain feedback by each route, as such feedback on a given section (e.g. Section E) may have been asked for more than one route if the section forms part of more than one route.

The results of the drop-in still indicate a preference for shared use paths in many cases. However, compared to the results of the online feedback form some sections received higher support for alternatives:

- Route 3 section I (Nash Street) – On road bicycle lanes
- Route 3 section J (Terminus Street north) – Advisory Bicycle markings / on-road bicycle lanes and traffic calming.
- Recreational Route (Westmoreland Road) – Advisory bicycle markings.

The combined results of the online feedback form and drop-in session are provided in Table 6. Shared use paths appear to be the preference where possible. However, it should be noted that for many sections, the treatment options that scored highest may have only done so marginally. Also, the most supported option for a given section may have had as many people not supporting it.

**Table 1 – Online feedback form support for treatment options of each section/route** (the treatment receiving the most support in each section is highlighted)

SECTION	ROUTE	TREATMENT	SUPPORT	DO NOT SUPPORT	NO OPINION
A Westmoreland Road	1	Shared use path on the northern side of Westmoreland Road	37	20	10
	1	Advisory bicycle markings and traffic calming	31	23	13
B Willochra Avenue	1	Advisory bicycle markings and traffic calming	29	26	11
	1	Shared use path	35	19	11
C Jetty Street	1	On road bicycle lane	33	25	7
	1	Shared use path	38	21	16
	1	Raised pedestrian crossing over Jetty Street south of Silver Reserve	29	23	11
D Silver Reserve and Seabreeze Street	1	Shared use path through Silver Reserve	38	18	10
	1	Advisory bicycle markings along Seabreeze Street	33	19	12
E Sunset Reserve	1 & 2	Shared use path through Sunset Reserve to Grange Lakes	55	8	4
F Terminus Street (south of the railway line)	1 & 2	Advisory bicycle markings and traffic calming	39	19	9
	1 & 2	On-road bicycle lane	48	10	7
G south of the railway line west of Charles Sturt Avenue	1 & 2	Shared use path on the south side of the railway line west of Charles Sturt Avenue to Grange Railway Station	53	8	5
H Frederick Road	2 & 3	Shared use path	39	16	5
	2 & 3	On-road bicycle lane	30	27	9
I Nash Street	3	Shared use path	32	20	14
	3	On-road bicycle lane	28	22	13
	3	Advisory bicycle markings and traffic calming	25	23	14
J Terminus Street (north of the railway line)	3	Advisory bicycle markings and traffic calming	27	21	18
	3	On-road bicycle lane	29	17	17
	3	Shared use path between Gurner Terrace and McLean Avenue	32	14	14
K Westmoreland Road between Willochra Avenue and Beach Street	Rec.	Advisory bicycle markings and traffic calming	37	2	10
	Rec.	Shared use path on the northern side of Westmoreland Road	39	14	13
	Rec.	Shared use path on the southern side of Westmoreland Road	34	16	15

**Table 2 – Community drop-in session support for treatment options for Route 1** (the treatment receiving the most support in each section is highlighted)

SECTION	TREATMENT	SUPPORT	DO NOT SUPPORT
A Westmoreland Road	Shared use path on the northern side of Westmoreland Road	4	2
	Advisory bicycle markings and traffic calming	4	0
B Willochra Avenue	Advisory bicycle markings and traffic calming	6	0
	Shared use path	2	2
C Jetty Street	On road bicycle lane	6	1
	Shared use path	5	2
	Raised pedestrian crossing over Jetty Street south of Silver Reserve	6	1
D Silver Reserve and Seabreeze Street	Shared use path through Silver Reserve	9	0
	Advisory bicycle markings along Seabreeze Street	3	1
E Sunset Reserve	Shared use path through Sunset Reserve to Grange Lakes	9	0
F Terminus Street (south of the railway line)	Advisory bicycle markings and traffic calming	1	0
	On-road bicycle lane	7	2
G south of the railway line west of Charles Sturt Avenue	Shared use path on the south side of the railway line west of Charles Sturt Avenue to Grange Railway Station	9	0

Table 3 - Community drop-in session support for treatment options for Route 2 (the treatment receiving the most support in each section is highlighted)

SECTION	TREATMENT	SUPPORT	DO NOT SUPPORT
E Sunset Reserve	Shared use path through Sunset Reserve to Grange Lakes	9	1
F Terminus Street (south of the railway line)	Advisory bicycle markings and traffic calming	5	0
	On-road bicycle lane	2	2
G south of the railway line west of Charles Sturt Avenue	Shared use path on the south side of the railway line west of Charles Sturt Avenue to Grange Railway Station	7	3
H Frederick Road	Shared use path	6	0
	On-road bicycle lane	2	2

**Table 4 - Community drop-in session support for treatment options for Route 3** (the treatment receiving the most support in each section is highlighted)

SECTION	TREATMENT	SUPPORT	DO NOT SUPPORT
H Frederick Road	Shared use path		
	On-road bicycle lane	Not asked at drop-in	
I Nash Street	Shared use path	3	3
	On-road bicycle lane	4	1
	Advisory bicycle markings and traffic calming	1	0
J Terminus Street (north of the railway line)	Advisory bicycle markings and traffic calming	5	0
	On-road bicycle lane	5	2
	Shared use path between Gurner Terrace and McLean Avenue	3	2

Table 5 - Community drop-in session support for treatment options for Recreational Route (the treatment receiving the most support in each section is highlighted)

SECTION	TREATMENT	SUPPORT	DO NOT SUPPORT
K Westmoreland Road between Willochra Avenue and Beach Street	Advisory bicycle markings and traffic calming	8	0
	Shared use path on the northern side of Westmoreland Road	6	3
	Shared use path on the southern side of Westmoreland Road	5	0



Table 6 - Combined support (community drop-in and online feedback form) for each treatment (* these sections scores are amplified as they were scored on two routes) (the treatment receiving the most support in each section is highlighted)

SECTION	ROUTE	TREATMENT	SUPPORT	DO NOT SUPPORT
A Westmoreland Road	1	Shared use path on the northern side of Westmoreland Road	41	22
	1	Advisory bicycle markings and traffic calming	35	23
B Willochra Avenue	1	Advisory bicycle markings and traffic calming	35	26
	1	Shared use path	37	21
C Jetty Street	1	On road bicycle lane	39	26
	1	Shared use path	43	23
	1	Raised pedestrian crossing over Jetty Street south of Silver Reserve	35	24
D Silver Reserve and Seabreeze Street	1	Shared use path through Silver Reserve	47	18
	1	Advisory bicycle markings along Seabreeze Street	36	20
E * Sunset Reserve	1 & 2	Shared use path through Sunset Reserve to Grange Lakes	72	8
F * Terminus Street (south of the railway line)	1 & 2	Advisory bicycle markings and traffic calming	45	19
	1 & 2	On-road bicycle lane	57	14
G * south of the railway line west of Charles Sturt Avenue	1 & 2	Shared use path on the south side of the railway line west of Charles Sturt Avenue to Grange Railway Station	69	11
H Frederick Road	2	Shared use path	45	16
	2	On-road bicycle lane	32	33
I Nash Street	3	Shared use path	35	23
	3	On-road bicycle lane	32	23
	3	Advisory bicycle markings and traffic calming	26	23
J Terminus Street (north of the railway line)	3	Advisory bicycle markings and traffic calming	32	21
	3	On-road bicycle lane	34	19
	3	Shared use path between Gurner Terrace and McLean Avenue	35	16
K Westmoreland Road between Willochra Avenue and Beach Street	Rec.	Advisory bicycle markings and traffic calming	45	2
	Rec.	Shared use path on the northern side of Westmoreland Road	45	17
	Rec.	Shared use path on the southern side of Westmoreland Road	39	16



3.3.1 Summary of comments on each section

The following provides an example or synthesis of the types of comments received for each section through the online feedback form.

Section A - Westmoreland Road

The most common preference was a shared use bike path. Other comments included:

- “Ensure that there will be enough demand from residents to make it worthwhile ratepayer’s money”
- “The shared use of roads and paths make it difficult for me to ride. I don’t ride on roads due to concerns about cars”
- “I’d like to see both options”
- “Insufficient room on this street to implement treatments without adverse effect to residents”
- “Wherever possible, bicycles should have a dedicated lane. If this is not feasible a shared path is the next best option, and lastly advisory marking”
- “Due to the low traffic on this road, only bicycle markings would be necessary”.

Section B - Willochra Avenue

- Four respondents believe that this road is too narrow for bike lanes or paths, and that it would be a waste of ratepayer money
- Two respondents would prefer a designated bike path
- Two respondents would like to see both options
- One respondent would prefer a shared use bike path.

Section C - Jetty Street

The most common preference is for a shared use path. Other responses are conflicted and include the following:

- “A bike path would spoil a beautiful Silver Reserve”
- “A bike path would improve Silver Reserve”
- “Traffic calming across Jetty Street and a raised crossing is necessary”
- “There is no need for a raised crossing”
- “There should be a dedicated cycling lane or WIDE shared use path”
- “There is not enough risk to riders to warrant spending ratepayers money”
- “On road bicycle lanes should not share parking spots with cars as this defeats the point”
- “Please consider centre treatment and trees similar to Beach Street”
- “Jetty Street is nicer and safer than Frederick Road”.



Section D - Silver Reserve and Seabreeze Street

Respondents provided mixed responses to this question, with some supporting the bike path through the park in order to better utilise the space, while others believed that a route through the park would be unnecessary. Comments against the path included:

- “The funds used to create a shared use path through the reserve would be better redirected to improve other bike paths”
- “It would spoil a beautiful Silver Reserve”
- A bike lane through the park is “unnecessary when Silver Crescent surrounds the park”
- “Promoting the use of Seabreeze Street as a bike/pedestrian through fare is an accident waiting to happen” due to high levels of parked cars.

Comments for the path included:

- “It would improve the Reserve, make it prettier and make use of underutilised space”.
- “People tend to go from A to B in the most direct way regardless of where the path is. I suggest giving them that through this park so that they don't "create their own"”.

Section E - Sunset Reserve

Several respondents “love the idea of a shared path on this route”. However, several respondents support this treatment type for route 2 only. Other comments included:

- “Ensure the path is not positioned so that it prevents other uses of the park”
- “Do not support Route 2”.

Section F - Terminus Street (south of the railway line)

Many respondents commented that the route should be located on the north rather than south side of the railway line. Several respondents suggested a designated bike path separated by a verge on the road. Other comments included:

- “If this section is to be used, I would suggest doing it in a way that "beautifies" this barren stretch of road also”
- Advisory markings are sufficient on their own
- “A new shared use bridge would be a welcome addition in this position”.

Section G - south of the railway line west of Charles Sturt Avenue

- “Crossing Military Road to get to Terminus Street needs to be carefully considered for safety”
- “Shared path on south side of railway line would be great!” “Will make my family rides much easier to navigate”
- “This part of the route cannot be achieved as simply it is drawn in relation to getting to the Grange station”
- “Waste of rate payer money”.



Section H - Frederick Road

Almost all of respondents believe that Frederick Road is too busy to safely ride along. If a treatment were to be applied, respondents suggest a separate shared use path or an on-road dedicated bike lane.

Section I - Nash Street

Several respondents believe that this road is too busy and has too much on street parking for a bike lane. Comments included:

- “The crossing of Frederick Street is the issue”
- “Efforts should be made to 'beautify' the Nash Street fencing”
- “I would prefer option 1”
- “A bike path on road separated by a verge or a shared use path would be preferred to advisory markings”

Section J - Terminus Street (north of the railway line)

Most respondents believe that this is a good section due to the lack of traffic making it safer. However, one respondent suggested that this lack of traffic means that shared path is not necessary. Suggested treatment options included a shared use path with a widened pedestrian bridge over the stormwater creek, or a bike path on the road separated by a verge.

Section K - Westmoreland Road between Willochra Avenue and Beach Street

Many respondents mentioned that the northern footpath on Westmoreland Road is currently used by many people, therefore a separate bike lane on this side rather than the South side would be the best option. Other comments included:

- “The western end of Westmoreland Road has a narrower verge on both sides, especially the last part of the Southern side, making this end the most dangerous part of the road to cross”
- “This option seems the least disruptive for residents”
- “This road can get very busy. Therefore, speed should be reduced to 30km/h or traffic calming should be introduced in the form of on-road build outs with landscaping”

3.4 Targeted analysis

The following areas of targeted analysis have been conducted to assist providing greater clarity behind the reasons for participants preferences.

3.4.1 Reasons for not supporting route 1

Criticisms of Route 1 provided in comments at the drop-in session and through the online feedback form included:

- **It being not direct enough**
 - > “too zigzaggy”
 - > “I think the most direct route is most preferable for me”
 - > “Options 2 and 3 would be the easiest to implement and straightforward to navigate”
- **It being less safe**
 - > “Option 1 is a bit of a “rat run” on the narrower streets and would be the least safe or enjoyable to cycle on, with a negative impact on the residents”
 - > “Keep the route as straight as possible so there are less turns which makes it safer for all ages of cyclists.”
 - > “Route one, has a lot of stops and turns and requires crossing on Jetty street at a busy point in the road, and where cars are coming from many directions and at speed.”
 - > “Route 2 is the obvious option.... less traffic in Terminus - already an “easement” because of the railway line - less destruction of park lands”
 - > “Busy T-junction at Willochra Avenue and Westmorland Road, drivers don't stop at this T-junction this could result in an accident.”
 - > “Option 1 does not present safe crossing for Frederick Road.”
 - > “This option is not as safe and not efficient”
 - > “Concern protuberances are dangerous for cyclists”
 - > “Difficult to see bikes as a driver when turning onto Jetty Road from Frederick”
- **Concerns over path through Silver Reserve or preference for it to go around the edge.**
 - > “My concern is about what will in reality be splitting Silver Reserve into two sections. Children can currently play there without any worries and if they are kicking a footy or playing cricket or throwing a ball to their dog they will not always be aware if bikes are travelling through the middle of the park. Likewise older people will need to be wary. I am not against cyclist, in fact I would encourage them but feel an alternative route would be safer for residents.”
- **That Grange Lakes corridor is the most appropriate**
 - > “Recreational route would seem to be the most scenic and enjoyable and would be my preference as a cyclist.
 - > “The Westmoreland route would seem most practical and best for riders.
-Route 4 would be ideal in my opinion. It is a straight path on a quiet street and opens up to the existing pathway along the river which is a nice part of the grange. A person could go either left or right at this point, heading towards Kirkaldy park, or towards the train.”

- > “They all have merit but I think Westmoreland Road has more benefits as you will be able to connect with Meakin Terrace. Making it more accessible for everyone as it connects to Tapleys Hill Road. As they are quiet streets.”
- > “Bikes should use the Grange Lakes corridor where possible. If followed completely it already provides bike/walking access from Grange Road thru to Trimmer Parade/West Lakes”

3.4.2 Did those who supported Route 2 want a shared use path or road treatment?

Table 7 shows the level of support for different treatments along Route 2 provided by online feedback form respondents who supported Route 2.

Where an option was provided for a shared use path, it received majority support (eg. Section E, G and marginally H).

Table 7 – Level of support for Route 2 treatment options provided by online feedback form respondents who SUPPORT Route 2.

SECTION	ROUTE	TREATMENT	SUPPORT	DO NOT SUPPORT	NO OPINION
E Sunset Reserve	1 & 2	Shared use path through Sunset Reserve to Grange Lakes	32	2	2
F Terminus Street (south of the railway line)	1 & 2	Advisory bicycle markings and traffic calming	22	9	5
	1 & 2	On-road bicycle lane	26	4	4
G south of the railway line west of Charles Sturt Avenue	1 & 2	Shared use path on the south side of the railway line west of Charles Sturt Avenue to Grange Railway Station	30	3	3
H Frederick Road	2 & 3	Shared use path	23	7	2
	2 & 3	On-road bicycle lane	21	12	3

3.4.3 How does support for using Terminus Street North compare with that for Terminus Street South?

Terminus Street north is Section J of Route 3. Terminus Street south is Section F of Routes 1 and 2.

It is not possible to quantitatively say which section received more support because participants were not asked to select one over the other and Section F (Terminus Street south) includes two treatment options and Section J includes three treatment options.

Route 1 and 2 (of which Terminus Street south/Section F is a part) received more support than Route 3 (of which Terminus Street north is Section J is a part) (Figure 3).

When comparing the support received for different treatments in Section J (Terminus Street north) and Section F (Terminus Street south) both sections treatments received more support than not (Table 1).

Comments received relating to Terminus Street north and south are provided below. These seem to point to Terminus Street north been seen as a “safer” option or if south chosen treatments are required to ensure cyclist safety.

- Drop-in session comments about Terminus Street north and south
 - > “No bike lane on Terminus Street south i.e. parking issues due to residents and nursing home”
 - > “Terminus St (north) should be used to access the train station west of the creek.”
 - > “Sunset Crescent is green and leafy and it would be nice/better to ride on this side, i.e. south side on tracks”
 - > “Bike path on Terminus Street north as no residential parking issues, lots of room”
 - > “Sunset and north Terminus”
 - > “Terminus south has lots of parking demand, nursing home particularly”
- Terminus Street north (Section J) online feedback form comments
 - > “Only affected on parking. Needs to be on south side of terminus street after Charles Sturt Avenue near railway”
 - > “The existing pedestrian bridge over the stormwater creek is not large enough to cater for an increase in bike activity and should be widened to the same size as a shared use path.”
 - > “This would be the best option to direct bike traffic. No houses facing onto the street on this side of the tracks. Less vehicles, less parking.”
 - > “I use this section to ride with my Family regularly. It "feels" safer than the southern side to ride along so whatever you do here would probably be fine.”
- Terminus Street south (Section F) online feedback form comments
 - > “This is the local "shortcut" road for everyone east of the creek/bridge crossing at Jetty St to get to West Lakes Shopping Centre. Mostly traffic is calm however it is a long stretch and I very much doubt anyone actually does 40kmh down here - I bet I don't necessarily either. If this section is to be used, I would suggest doing it in a way that "beautifies" this barren stretch of road also. Its already narrow too but something safe for riding that perhaps encourages cars to use Jetty St/Charles Sturt Ave for the West Lakes Run (Frederick is also avail and for high volume traffic) would overall be a good outcome for the residents there. Something as simple as incursions into the roadway (not impacting the bikeway) that allows trees or shrubbery to be installed would be an improvement whilst keeping traffic relatively inconvenienced but perhaps making it a less attractive shortcut for everyone using it....I suspect the residents may like that outcome also that live along there.”
 - > “It would be great that there was just a path for walking and cycling only. Easier access to the beach.”
 - > “I believe either of these would be suitable.”
 - > “Get the rail crossing along the river in line rather than having to go on right angles to follow”
 - > “I like the idea of trialling post lane separators.”
 - > “A separate bike path on road but separated by a verge on the road. It would provide greater cyclist safety.”



Appendix A – Grange Greenway proposed routes and treatments



GRANGE GREENWAY ROUTE OPTIONS

Grange Greenway proposed route options – Which do you support?

- Three proposed route options are proposed to complete the Grange Greenway. Plus an additional recreational connection to the existing Grange Lakes Corridor.

Grange Greenway proposed route treatments – Which do you prefer?

- Different treatments can be built such as simple on-road markings, shared use paths and on-road bicycle lanes. Not all treatments can be done in every section of the routes depending on the local conditions.

Legend

- Train Station
- Route Option 1
- Route Option 2
- Route Option 3
- Recreational Route
- Existing Grange Lakes Corridor Path
- Train Line (Grange to City)







Legend



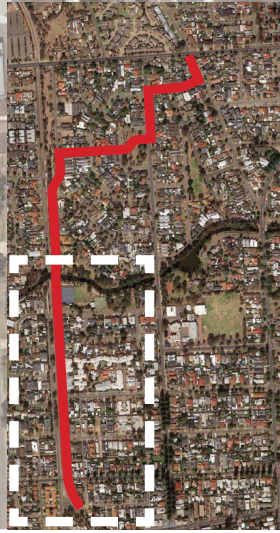
Train Station

..... Train Line (Grange to City)

- On-road bicycle lane
- Shared use path
- Advisory bicycle markings
- Existing Grange Lakes Corridor Path



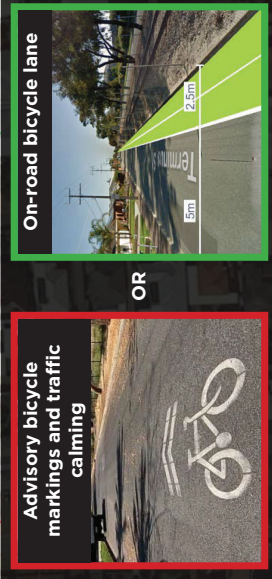
ROUTE OPTION 1



Terminus Street South
Daily Traffic Volume - 264 vehicles
85th percentile speed - 50 km/h

Terminus Street (North)

Terminus Street (South)



OR



Route Comments:

- Provides a new bridge connection on the south side of the rail line identified in Council's long term plan
- Travel lanes for vehicles on Terminus Street would be narrowed to 5 metres (maintain two directions) with on-road bicycle lane
- Post lane separators could be installed as a trial between the traffic lanes and the on-road bicycle lane
- Traffic volumes on Terminus Street are low enough for advisory bicycle markings

Legend

- On-road bicycle lane
- Shared use path
- Advisory bicycle markings
- Existing Grange Lakes Corridor Path
- Train Line (Grange to City)
- Train Station
- Railway Maze Crossing





Legend



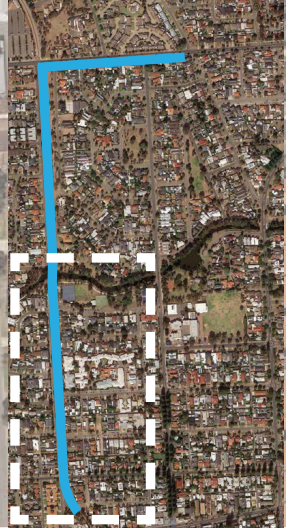
Train Station

• • • • • Train Line (Grange to City)

- On-road bicycle lane
- Shared use path
- Advisory bicycle markings
- Existing Grange Lakes Corridor Path



ROUTE OPTION 2



Route Comments:

- Provides a new bridge connection on the south side of the rail line identified in Council's long term plan
- Travel lanes for vehicles on Terminus Street would be narrowed to 5 metres (maintain two directions) with on-road bicycle lane
- Post lane separators could be installed as a trial between the traffic lanes and the on-road bicycle lane
- Traffic volumes on Terminus Street are low enough for advisory bicycle markings

Legend

- On-road bicycle lane
- Shared use path
- Advisory bicycle markings
- Existing Grange Lakes Corridor Path
- Train Line (Grange to City)
- Train Station
- Railway Maze Crossing





Legend



Train Station

••••• Train Line (Grange to City)

On-road bicycle lane

Shared use path

Advisory bicycle markings

Existing Grange Lakes Corridor Path

Railway Maze Crossing



ROUTE OPTION 3



Route Comments:

- Requires a replacement bridge connection on the north side of the rail line; existing bridge is expected to require renewal in the next few years
- Travel lanes for vehicles on Terminus Street would be narrowed to 5 metres (maintain two directions) with on-road bicycle lane next to the rail line
- Post lane separators could be installed as a trial between the traffic lanes and the on-road bicycle lane on Terminus Street
- Traffic volumes on Terminus Street are low enough for advisory bicycle markings
- Shared use path option would be on north side between McLean Avenue and Gurner Terrace

Legend

- Train Station
- On-road bicycle lane
- Shared use path
- Advisory bicycle markings
- Existing Grange Lakes Corridor Path
- Train Line (Grange to City)



RECREATIONAL ROUTE

Route Comments:

- The route is being considered as an additional connection to the Grange Lakes corridor path
- Route would upgrade existing "bike direct" route on Westmoreland Road
- Provides an improved connection to Grange Primary School
- Traffic volumes on Westmoreland Road are low enough for on-road bicycle markings but some traffic calming would be beneficial to reduce vehicle speeds in combination with the volumes
- Shared use path option would be most likely on the south side

Grange Lakes Corridor

Charles Sturt Museum

Jetty Street

Frederick Road

Willochra Avenue

Shared use path

OR

Advisory bicycle markings and traffic calming

Shared use path through council land

Existing shared path

Westmoreland Road
Daily Traffic Volume - 704 vehicles
85th percentile speed - 47 km/h

SECTION K

Beach Street

Legend



Train Station

••••• Train Line (Grange to City)

- On-road bicycle lane
- Shared use path
- Advisory bicycle markings
- Existing Grange Lakes Corridor Path

OUTER SPACE
GTA consultants



Project:
Client:
Drawing:

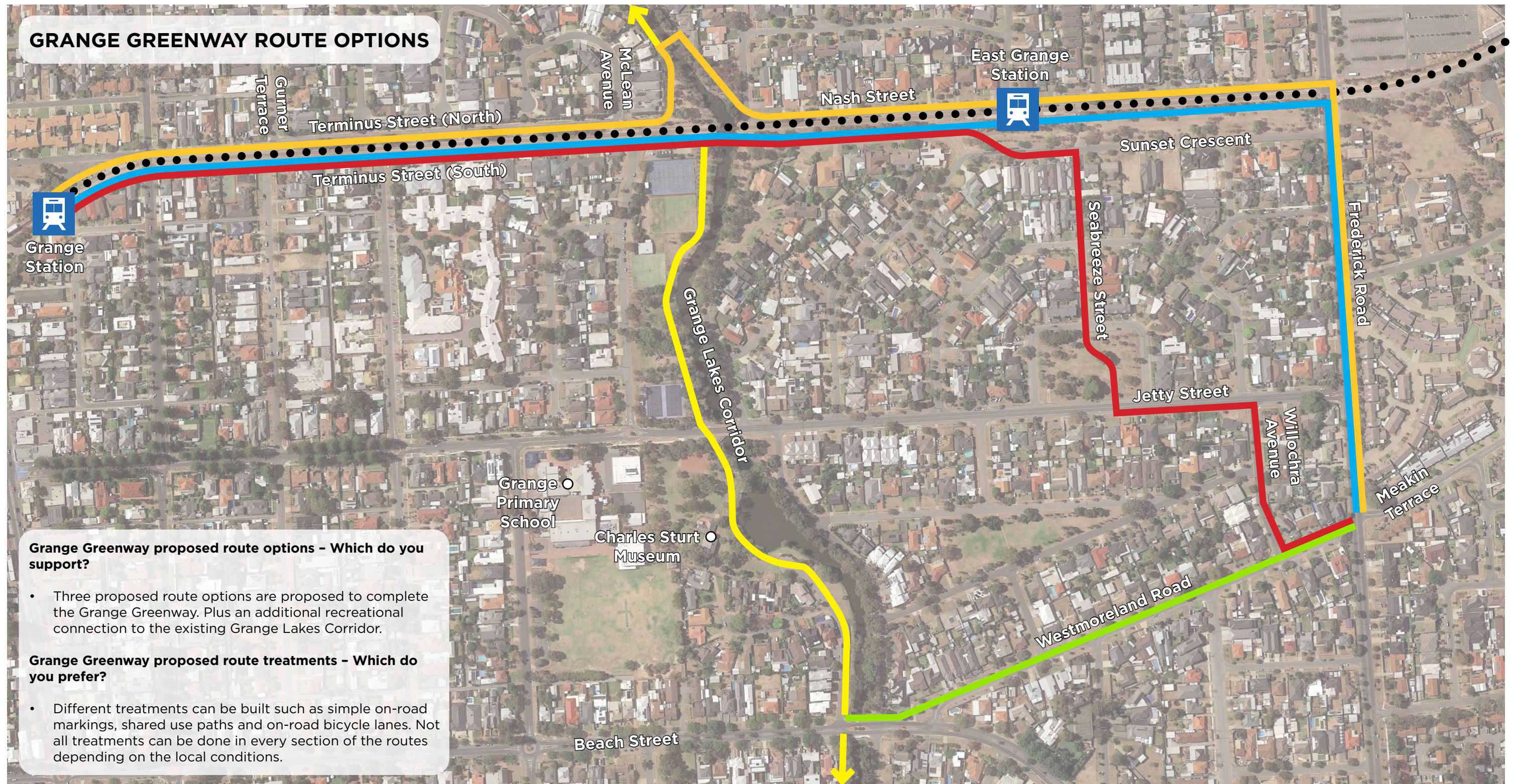
Grange Greenways
City of Charles Sturt
Recreational Route



Date: 28/10/20
Dwg No.: OS2024_CP09

Drawn By: RO
Approved By: BP

GRANGE GREENWAY ROUTE OPTIONS



Grange Greenway proposed route options - Which do you support?

- Three proposed route options are proposed to complete the Grange Greenway. Plus an additional recreational connection to the existing Grange Lakes Corridor.

Grange Greenway proposed route treatments - Which do you prefer?

- Different treatments can be built such as simple on-road markings, shared use paths and on-road bicycle lanes. Not all treatments can be done in every section of the routes depending on the local conditions.

Legend



Train Station



Route Option 1



Route Option 2

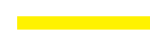


Route Option 3

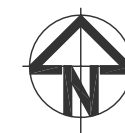


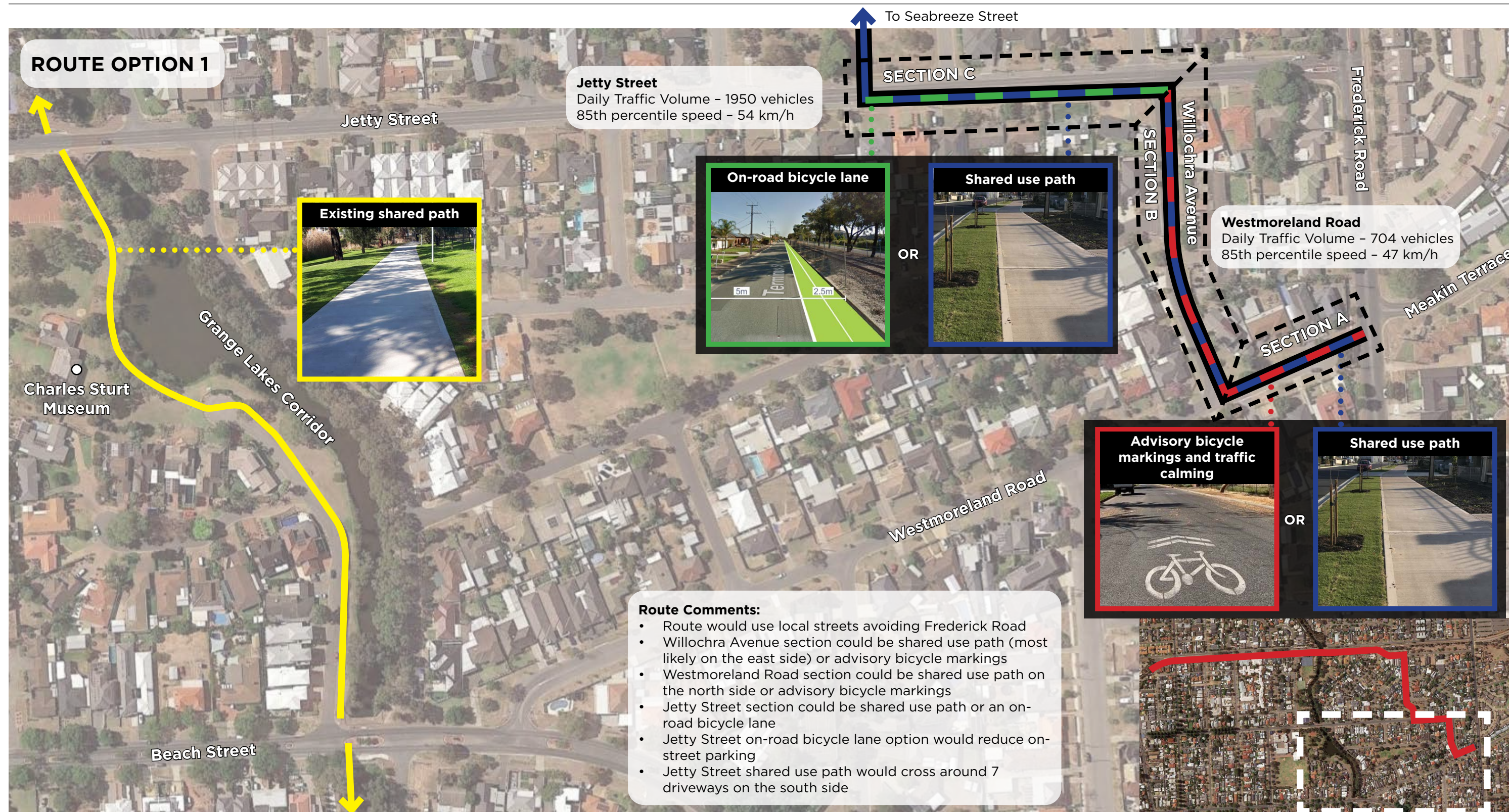
Recreational Route

• • • • • Train Line (Grange to City)



Existing Grange Lakes Corridor Path



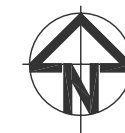


Legend

- Train Station
- On-road bicycle lane
- Shared use path
- Advisory bicycle markings
- Existing Grange Lakes Corridor Path
- Train Line (Grange to City)



ROUTE OPTION 1



ROUTE OPTION 1



Legend

- Train Station
- On-road bicycle lane
- Shared use path
- Advisory bicycle markings
- Existing Grange Lakes Corridor Path
- Railway Maze Crossing
- Train Line (Grange to City)



ROUTE OPTION 2



Route Comments:

- Route can be provided on a wide path through Sunset Reserve south of the rail line
- Provides a more direct route compared to Option 1
- Requires significant section along Frederick Road with limited space, bus stops, driveways, trees and stobie poles
- New crossing required on Frederick Road opposite Sunset Crescent to be agreed with State Government Dept. for Infrastructure and Transport

- Legend**
- Train Station
 - On-road bicycle lane
 - Shared use path
 - Advisory bicycle markings
 - Existing Grange Lakes Corridor Path
 - Train Line (Grange to City)

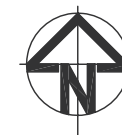


ROUTE OPTION 2



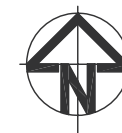
Legend

- Train Station
- On-road bicycle lane
- Shared use path
- Advisory bicycle markings
- Existing Grange Lakes Corridor Path
- Railway Maze Crossing
- Train Line (Grange to City)





ROUTE OPTION 3



RECREATIONAL ROUTE

Route Comments:

- The route is being considered as an additional connection to the Grange Lakes corridor path
- Route would upgrade existing “bike direct” route on Westmoreland Road
- Provides an improved connection to Grange Primary School
- Traffic volumes on Westmoreland Road are low enough for on-road bicycle markings but some traffic calming would be beneficial to reduce vehicle speeds in combination with the volumes
- Shared use path option would be most likely on the south side



Westmoreland Road
Daily Traffic Volume - 704 vehicles
85th percentile speed - 47 km/h



Legend

 Train Station

 Train Line (Grange to City)

 On-road bicycle lane

 Shared use path

 Advisory bicycle markings

 Existing Grange Lakes Corridor Path





Appendix B – Online feedback form

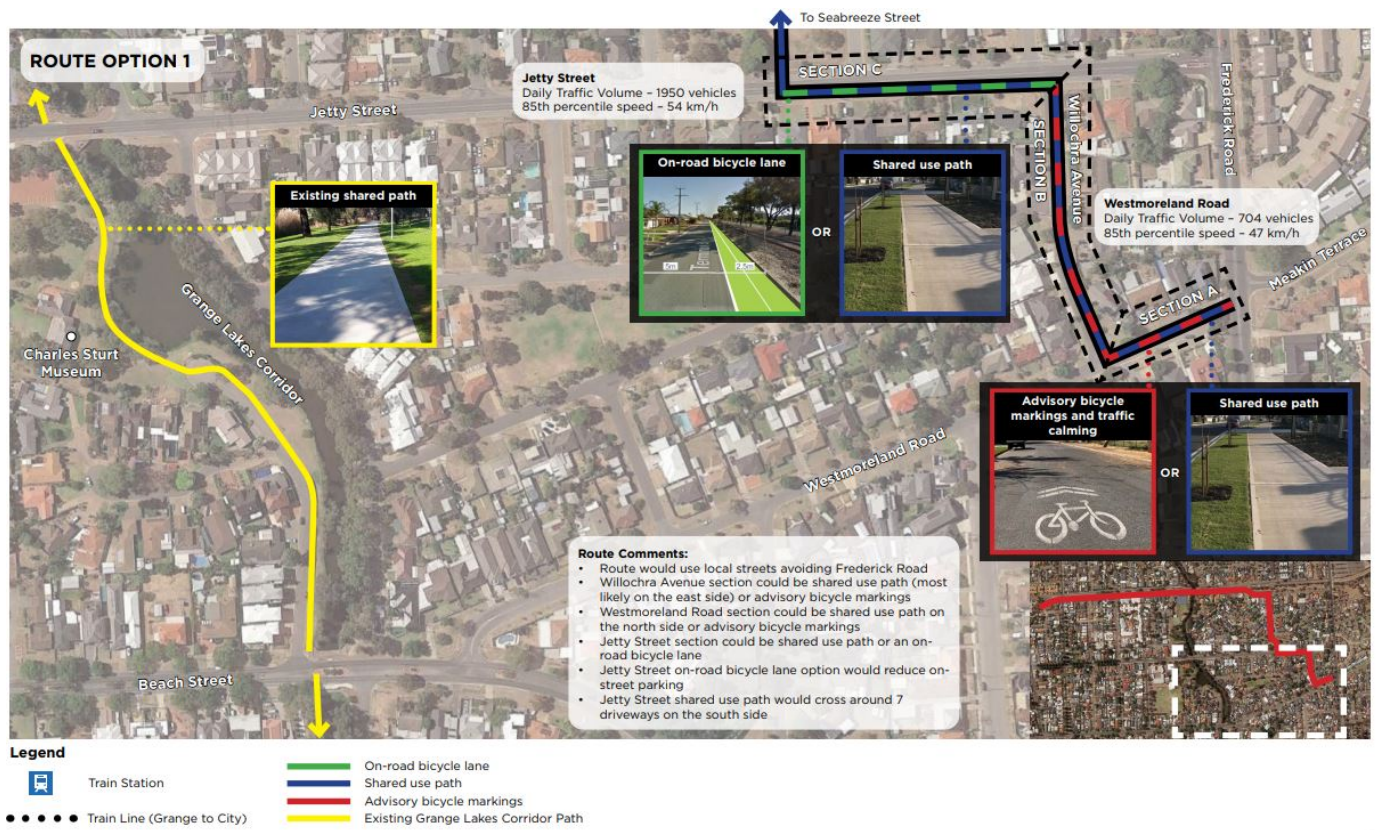
Grange Greenway - Online Survey

Grange Greenway Concept Options

We want to know your support for each of the proposed route options. We will consider all the feedback received to make a decision on the best route option to implement, as well as the best treatment types to deliver the route. You can support more than one route option and more than one treatment option for each section of street, along with comments on the options you support. Please view the proposed routes and corresponding treatment options prior to completing this survey. The survey is open until 5pm on 23 November 2020.

Proposed 'Bikeway Treatments' - ROUTE 1

Route 1 is made up of seven Sections (A, B, C, D, E, F & G). Please refer to the Maps for each of the questions below.



The following treatment types are available to implement in SECTION A along Westmoreland Road between Willochra Avenue and Frederick Road for Route 1. What is your view?

Advisory bicycle markings and traffic calming

- ☐ I support this treatment type
- ☐ I do not support this treatment type
- ☐ I have no opinion for this treatment type

Shared use path on the northern side of Westmoreland Road

- ☐ I support this treatment type
- ☐ I do not support this treatment type
- ☐ I have no opinion for this treatment type

If you have other comments or suggestions for the bicycle treatment types in SECTION A along Westmoreland Road, please provide them here.

The following treatment types are available to implement in SECTION B along Willochra Avenue for Route 1. What is your view?

Advisory bicycle markings and traffic calming

- ☐ I support this treatment type
- ☐ I do not support this treatment type
- ☐ I have no opinion for this treatment type

Shared use path

- ☐ I support this treatment type
- ☐ I do not support this treatment type
- ☐ I have no opinion for this treatment type

If you have other comments or suggestions for the bicycle treatment types in SECTION B along Willochra Avenue, please provide them here

The following treatment types are available to implement in SECTION C along Jetty Street for Route 1. What is your view?

On road bicycle lane

- ☐ I support this treatment type
- ☐ I do not support this treatment type
- ☐ I have no opinion for this treatment type

Shared use path

- ☐ I support this treatment type
- ☐ I do not support this treatment type
- ☐ I have no opinion for this treatment type

Raised pedestrian crossing over Jetty Street south of Silver Reserve

- ☐ I support this treatment type
- ☐ I do not support this treatment type
- ☐ I have no opinion for this treatment type

If you have other comments or suggestions for the bicycle treatment types in SECTION C along Jetty Street, please provide them here.



OUTER SPACE **GTA consultants**

Project: Grange Greenways
Client: City of Charles Sturt
Drawing: Route Option 1 (Lakes to Jetty Street)



Date: 28/10/20
Dwg No.: OS2024_CP03

Drawn By: RO
Approved By: BP

The following treatment types are available to implement in SECTION D through Silver Reserve and along Seabreeze Street on Route 1. What is your view?

Shared use path through Silver Reserve

- ☐ I support this treatment type
- ☐ I do not support this treatment type
- ☐ I have no opinion for this treatment type

Advisory bicycle markings along Seabreeze Street

- ☐ I support this treatment type
- ☐ I do not support this treatment type
- ☐ I have no opinion for this treatment type

If you have other comments or suggestions for the bicycle treatment types in SECTION D in Silver Reserve and along Seabreeze Street, please provide them here



OUTER SPACE **GTAC consultants**

Project: Grange Greenways
Client: City of Charles Sturt
Drawing: Route Option 2 (Lakes to Frederick Road)



Date: 28/10/20
Dwg No.: OS2024_CP05

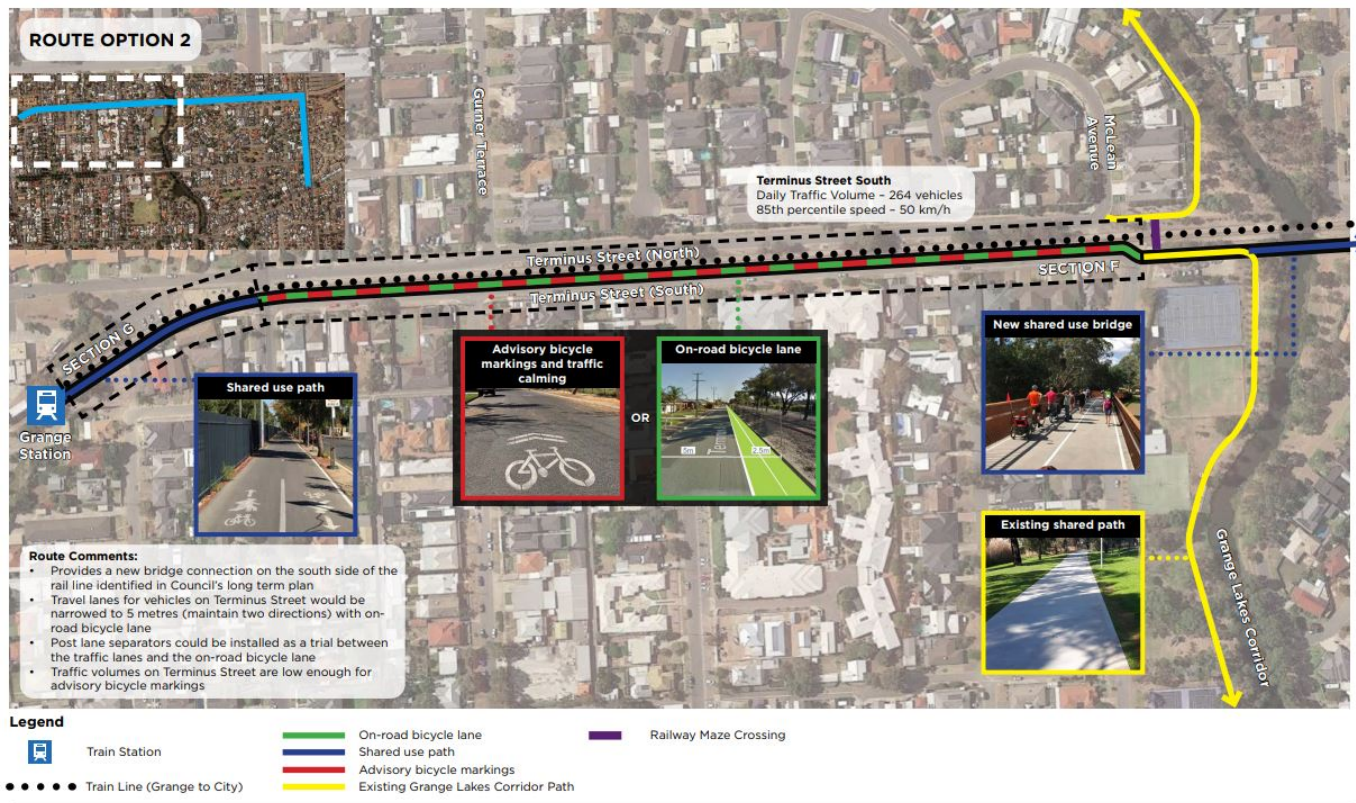
Drawn By: RO
Approved By: BP

The following treatment types are available to implement in SECTION E through Sunset Reserve for Route 1 and Route 2. What is your view?

Shared use path through Sunset Reserve to Grange Lakes

- ☐ I support this treatment type
- ☐ I do not support this treatment type
- ☐ I have no opinion for this treatment type

If you have other comments or suggestions for the bicycle treatment types in SECTION E, please provide them here.



The following treatment types are available to implement in SECTION F along Terminus Street (south of the railway line) for Route 1 and Route 2. What is your view?

Advisory bicycle markings and traffic calming

- ☐ I support this treatment type
- ☐ I do not support this treatment type
- ☐ I have no opinion for this treatment type

On-road bicycle lane

- ☐ I support this treatment type
- ☐ I do not support this treatment type
- ☐ I have no opinion for this treatment type

If you have other comments or suggestions for the bicycle treatment types in SECTION F along Terminus Street (south of the railway line), please provide them here.

The following treatment types are available to implement in SECTION G south of the railway line west of Charles Sturt Avenue for Route 1 and Route 2. What is your view?

Shared use path on the south side of the railway line west of Charles Sturt Avenue to Grange Railway Station

- ☐ I support this treatment type
- ☐ I do not support this treatment type
- ☐ I have no opinion for this treatment type

If you have other comments or suggestions for the bicycle treatment types in SECTION G west of Charles Sturt Avenue, please provide them here

Proposed 'Bikeway Treatments' - ROUTE 2

Route 2 is made up of four Sections (E, F, G, H). Please refer to the Maps for each of the questions below.

(Sections, E, F & G were already answered under Route 1 but also overlap into Route 2)



The following treatment types are available to implement in SECTION H along Frederick Road for Route 2 and Route 3. What is your view?

On-road bicycle lane

- ☐ I support this treatment type
- ☐ I do not support this treatment type
- ☐ I have no opinion for this treatment type

Shared use path

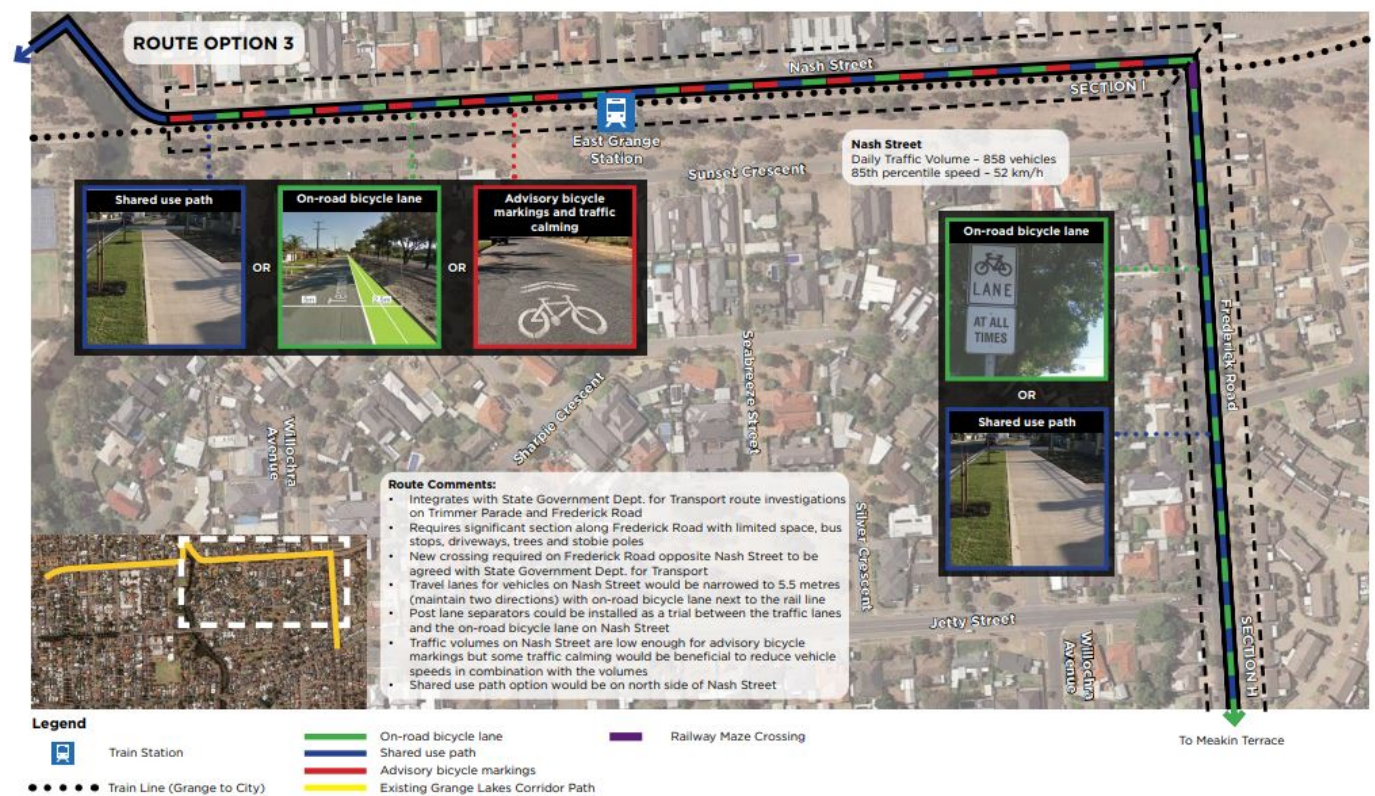
- ☐ I support this treatment type
- ☐ I do not support this treatment type
- ☐ I have no opinion for this treatment type

If you have other comments or suggestions for the bicycle treatment types in SECTION H along Frederick Road, please provide them here

Proposed 'Bikeway Treatments' - ROUTE 3

Route 3 is made up of three Sections (H, I, J). Please refer to the Maps for each of the questions below.

(Section H was already answered under Route 2 but also overlaps into Route 3)



The following treatment types are available to implement in SECTION I along Nash Street for Route 3. What is your view?

Shared use path

- ☐ I support this treatment type
- ☐ I do not support this treatment type
- ☐ I have no opinion for this treatment type

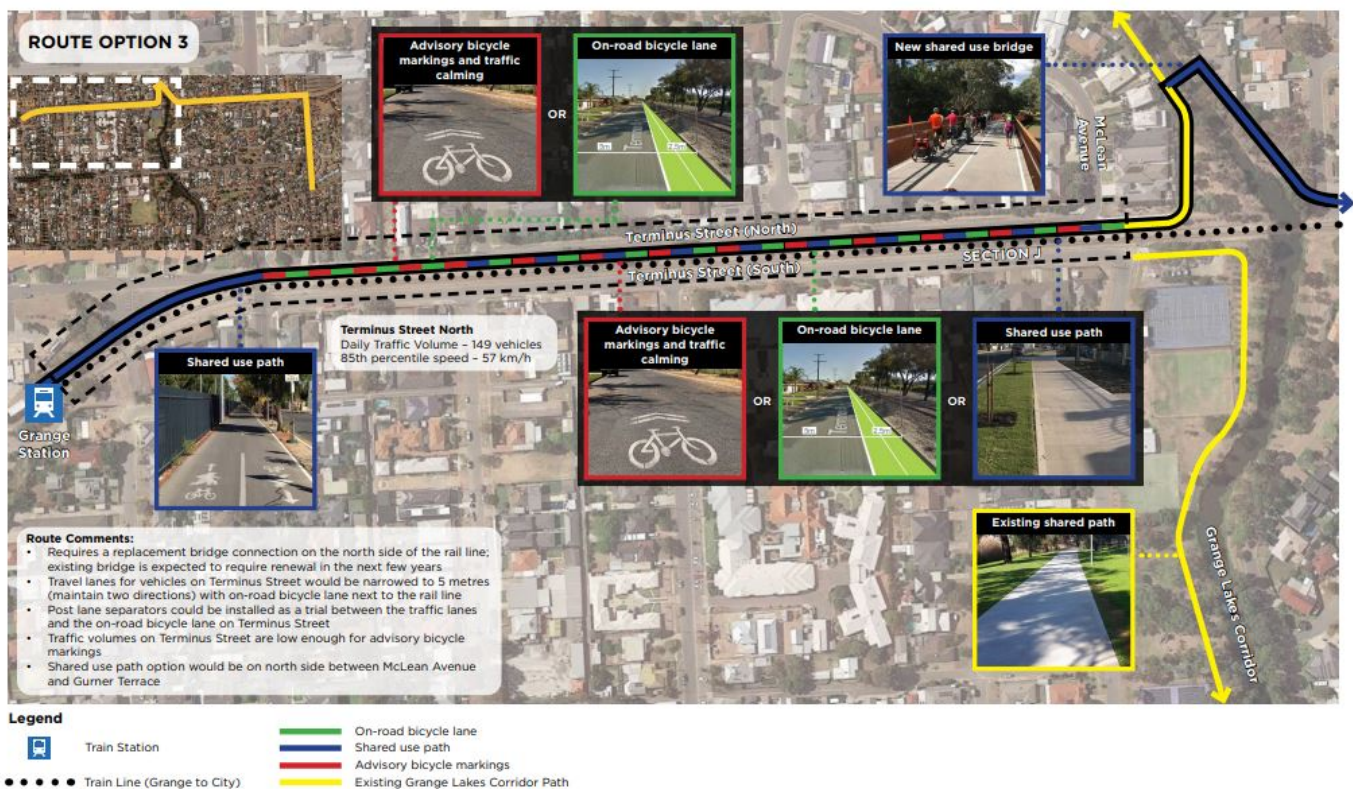
On-road bicycle lane

- ☐ I support this treatment type
- ☐ I do not support this treatment type
- ☐ I have no opinion for this treatment type

Advisory bicycle markings and traffic calming

- ☐ I support this treatment type
- ☐ I do not support this treatment type
- ☐ I have no opinion for this treatment type

If you have other comments or suggestions for the bicycle treatment types in SECTION I along Nash Street (north of the railway line), please provide them here



The following treatment types are available to implement in SECTION J along Terminus Street (north of the railway line) for Route 3. What is your view?

Advisory bicycle markings and traffic calming

- ☐ I support this treatment type
- ☐ I do not support this treatment type
- ☐ I have no opinion for this treatment type

On-road bicycle lane

- ☐ I support this treatment type
- ☐ I do not support this treatment type
- ☐ I have no opinion for this treatment type

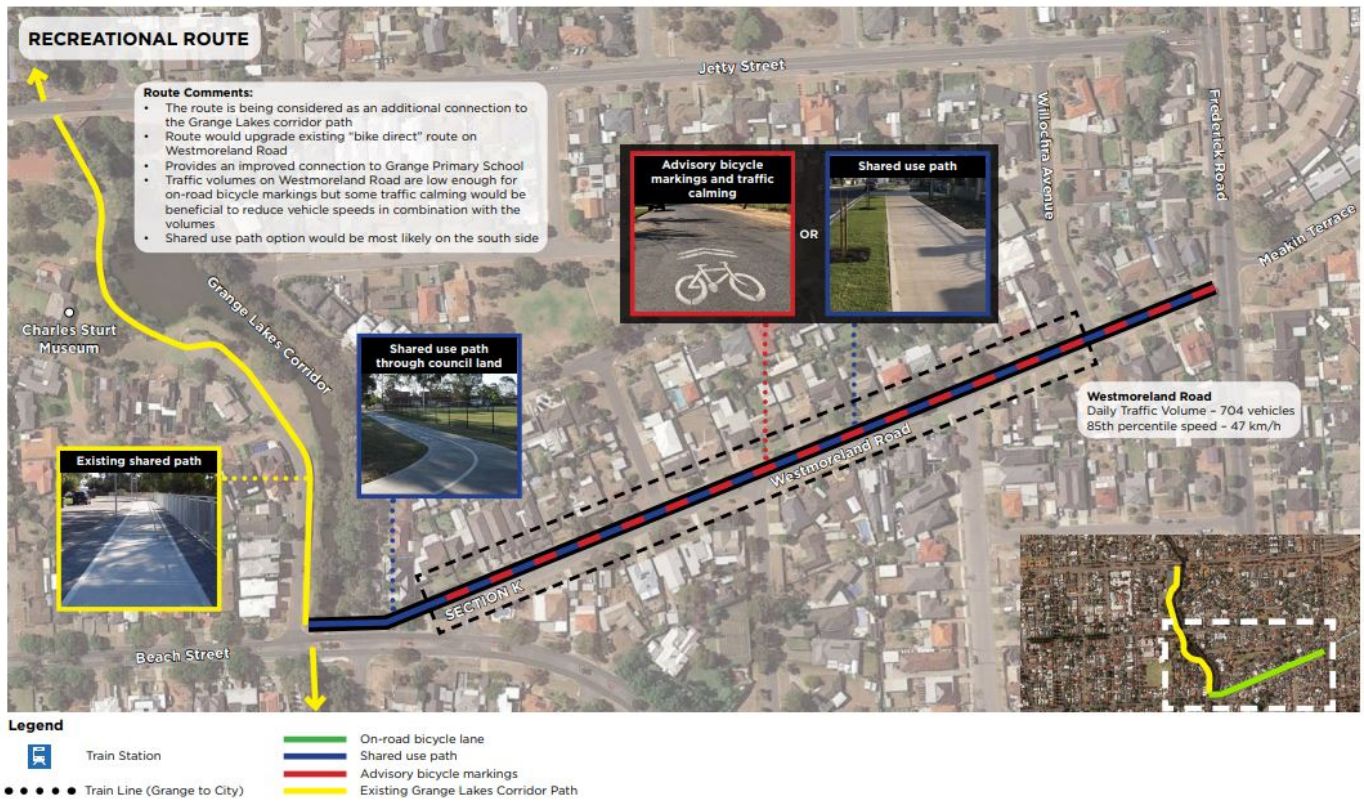
Shared use path between Gurner Terrace and McLean Avenue

- ☐ I support this treatment type
- ☐ I do not support this treatment type
- ☐ I have no opinion for this treatment type

If you have other comments or suggestions for the bicycle treatment types in SECTION J along Terminus Street (north of the railway line), please provide them here.

Recreational Route

Westmoreland Road



The following treatment types are available to implement in SECTION K along Westmoreland Road between Willochra Avenue and Beach Street for the recreational route. What is your view?

Advisory bicycle markings and traffic calming

- ☐ I support this treatment type
- ☐ I do not support this treatment type
- ☐ I have no opinion for this treatment type

Shared use path on the northern side of Westmoreland Road

- ☐ I support this treatment type
- ☐ I do not support this treatment type
- ☐ I have no opinion for this treatment type

Shared use path on the southern side of Westmoreland Road

- ☐ I support this treatment type
- ☐ I do not support this treatment type
- ☐ I have no opinion for this treatment type

If you have other comments or suggestions for the bicycle treatment types in SECTION K along Westmoreland Road, please provide them here.

Bikeway 'Route' Options

What is your view about the four Route Options as shown on the Overview Map below. You can support one or multiple route options.



OUTER SPACE



Project: Grange Greenways
Client: City of Charles Sturt
Drawing: Route Options Plan



Date: 28/10/20
Dwg No.: OS2024_CP01

Drawn By: RO
Approved By: BP

What is your view about Route 1 via Willochra Avenue, Jetty Street and south of the Grange railway line? Required

- ☐ I support this route for the Grange Greenway
- ☐ I do not support this route for the Grange Greenway
- ☐ I have no opinion about this route

What is your view about Route 2 via Frederick Road, Sunset Reserve and south of the Grange railway line Required

- ☐ I support this route for the Grange Greenway
- ☐ I do not support this route for the Grange Greenway
- ☐ I have no opinion about this route

What is your view about Route 3 via Frederick Road, Nash Street and north of the Grange railway line Required

- ☐ I support this route for the Grange Greenway
- ☐ I do not support this route for the Grange Greenway
- ☐ I have no opinion about this route

What is your view about the recreational route along Westmoreland Road? Required

- ☐ I support this route
- ☐ I do not support this route
- ☐ I have no opinion about this route

Do you have any other comments about the proposed route options?

Do you have any other suggestions to improve cycling in the Grange area?

Your Details

Full name Required

Street Address Required

Suburb Required

Email

Phone

We will use your comments to prepare an assessment report of a preferred route for the Grange Greenway and an alternate recreational cycling route.

Thank you for completing the survey.

Submit

The City of Charles Sturt would like to acknowledge the land we occupy today is the traditional lands for the Kurna people and that we respect their spiritual relationship with their country. We also acknowledge the Kurna people as the custodians of the greater Adelaide region and that their cultural and heritage beliefs are still as important to the living Kurna people today.

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Appendix C – Verbatim comments and submissions

Online feedback form comments

If you have other comments or suggestions for the bicycle treatment types in SECTION A along Westmoreland Road, please provide them here.

- I am a ratepayer but not a resident. I would say those responsible for making a final decision need to be absolutely certain there is demand for and WILL be use of the facility being considered. If, after building the facility, half a dozen cyclists use it during the week and 50-100 during the weekend, then it will be a white elephant and a gross waste of ratepayers monies. Mount Gambier put a great deal of effort and great inconvenience to businesses to have bike lanes installed during peak times and from my observations and discussions with locals, very, very few cyclists actually use the laneways.
- Albany has recently spent large amounts to create a cycleway thru town - already road users are complaining about the associated narrowing of the roadway and increased road safety concerns with business people saying very few cyclists use the cycleway and a number of people now saying the "in town" section must be removed - a waste of money.
- So - I repeat - those who make the decision to proceed with whatever choice is made MUST be absolutely certain there will be substantial community use of the facility - otherwise, do not proceed with any of the alternatives.
- If there is space for physical separation from traffic it would encourage broader use
- This type of question/answer doesn't really capture my views on the situation. I would favour the shared path option and wouldn't be too upset with the bicycle markings but it certainly wouldn't be my preferred option. I am an experienced rider comfortable with riding in traffic but I would like to support new and young cyclists who don't share my experience and confidence and so think a shared path is a better option as long as it is suitably constructed and maintained.
- The shared use of roads and paths make it difficult for me to ride. I don't ride on roads due to concerns about cars.
- I'd like to see both options
- Insufficient room on this street to implement treatments without adverse effect to residents
- Wherever possible bicycles should have a dedicated lane. If this is not feasible a shared path is the next best option, and lastly advisory marking.
- This road is wide and relatively quiet although it does have some "blindish corners for car drivers" when travelling on the road (westbound) - depending on cyclist speed. Hence this is why I would tend to support a shared use path simply because I travel this road myself regularly (say twice a week and casually on a weekend). The intersection of Westmoreland/Derby is the one I have personally had a couple of near misses at and likewise always use the footpath on the Northern side if I am with my 3 children out for a ride. For whatever reason this intersection (coming from the south) seems to be difficult sometimes for drivers to see traffic coming from either direction and they do pull out into it often I have seen (myself on one occasion also). I think it's probably related to the parked cars on Westmoreland that can "hide" approaching traffic as I found in my instance. Adding Cyclists to the mix in higher volume does come with a risk and given the route would be popular or attractive for weekend family riding as a weekend family cyclist....I would not want my kids traversing the road near this particular intersection for the above reasons and would

always use the footpath as I do currently - hence the shared pathway would be what I would recommend.

- As the eastern end of Westmoreland Rd is a dead end, this small section A has little to no traffic, hence there would be no risk for bicycles in this section. As there is no risk there is no need to unnecessarily spend ratepayers money on anything but some bicycle markings on the road.
- Would prefer a shared path along Westmoreland Road, as it keeps cyclists safer and further away from vehicles; however, I love that route 1 keeps cyclists more on the quieter streets of the suburbs and less on the busy roads (Frederick Rd for example), so I think traffic calming would be suitable.
- Shared use bike path would be my preferred option.

If you have other comments or suggestions for the bicycle treatment types in SECTION B along Willochra Avenue, please provide them here

- I would prefer a designated bike path away from traffic altogether
- I'd like to see both options
- Insufficient room on this street to implement treatments without adverse effect to residents
- Wherever possible bicycles should have a dedicated lane. If this is not feasible a shared path is the next best option, and lastly advisory marking.
- Again, Grange is very attractive for Family Riders and I witness a lot of it (and partake myself) on a weekend. For Willochra I would have to support bike markings and traffic calming simply because the width of this road isn't that great for a shared use path....although a shared use path would be very relaxing/family friendly...I suspect it would really annoy the residents due to the width issues compared with wider streets/footpaths.
- There is no risk to cyclists in section B from motor vehicles if cyclists are behaving responsibly. As there is no risk there is no need to unnecessarily spend ratepayers money on anything but some bicycle markings on the road.
- I would prefer either option for cyclists.
- Extra wide paths seem unnecessary for such a short distance and relatively quiet street.
- Shared use bike path would be my preferred option.

If you have other comments or suggestions for the bicycle treatment types in SECTION C along Jetty Street, please provide them here.

- Normally I avoid main roads. At Jetty St. I would normally cross over from Willochra Ave. and into Sharpie Cres., following that around to "Station Lane".
- Would spoil a beautiful Silver Reserve and would certainly seem that City of Charles Sturt was trying to reduce green areas
- Silver Reserve is a park used for safe playing by many children and for family use throughout the year. The elderly people who use the park are able to do so without concern of being near bicycle traffic. A bicycle path will spoil the reasons why the park is significant to everyone who uses it when there are more suitable and safer alternatives available.
- Jetty street is nicer than Frederick road. Safer. Raised pedestrian crossing would be a must for such a busy street.
- Traffic calming across Jetty street would be imperative due to the high traffic and also high speeds that cars continue to go down this road. It would help to improve the silver reserve which although is a nice piece of vacant reserve could do with some beautification to assist in with its use (it is hardly used).

- As functional as raised pedestrian crossings are - given its a 40km zone already...this simply encourages idiots to do burnouts on the raised pedestrian crossing and there is all the noise that goes with that too. It's simply better that the cars get from A to B with the least amount of stopping (for through traffic) so no-one gets the idea to be a clown in the first place and wake everyone up.
- However - and I know this might be cost prohibitive, but you have already done what I consider quite an "attractive" setup with parking etc. on Jetty St. Could you consider - a cheaper/practice or "stage 1" version of the Frome St Bikeway for the Jetty St Section with a standard crossing in the most appropriate location? This could just be on one side of the road (like a bi-directional Frome St bikeway/shared path sort of thing) as this would probably not only look attractive (with appropriate greening and so forth) but also be safe and functional for its intended purpose. I do understand there would be cost concerns re any stormwater re-alignment if you essentially merge the current parking lane(s) and the footpath to allow for the necessary space for a 2way bikepath, footpath and parking however there are mitigations that could minimise this – I'm no engineer but I suspect options may exist.
- I believe that a dedicated cycling land or WIDE shared use path should exist along the total length of Jetty St to meet up with either or both a) the existing Grange Lakes Corridor Path and b) the Esplanade. At the moment there is no 'safe' way for Children and adults to access the Beach/Esplanade Path from Grange without travelling along roads, through roundabouts etc. Grange is seriously lacking in this area...there seems to be little add-on's here and there but no BIG PICTURE thinking about how people use and cycle through the area.
- There is no risk to cyclists in section C from motor vehicles if cyclists are behaving responsibly as the road is very wide. As there is no risk there is no need to unnecessarily spend ratepayers money on anything but a road bicycle lane.
- I'm concerned that Jetty St might receive traffic and vehicle influx from Frederick Rd. I would prefer a shared use path for cyclists to keep a distance from moving vehicles. I would support a raised crossing to preference the crossing of cyclists and pedestrians over vehicles exiting/entering Jetty St.
- It really defeats the purpose of a bicycle lane when cars are able to park in the lane, forcing cyclist to merge into traffic, which angers drivers. On road bicycle lane should not share parking spots with cars. Numerous cities have designs for this setup.
- Please consider centre treatment and trees similar to beach street
- Shared use bike path would be my preferred option.
- It would seem strange to only have a short section of Jetty St with a bicycle lane without it continuing all the way to the beach, but on the other hand if there was one along the length of Jetty St, cyclists would be continuously having to pass parked cars. So probably the shared use path would be my preferred option
- A separate bike path on road but separated by a verge on the road. It would provide greater cyclist safety.
- The traffic at school drop of and pick up time for Grange primary will be a nightmare we already have a 40km in this area there is no need for a raised crossing.
- Would be great to see some bins and dog waste bags at Silver Reserve.

If you have other comments or suggestions for the bicycle treatment types in SECTION D in Silver Reserve and along Seabreeze Street, please provide them here

- I generally think the funds used to create a shared use path through the reserve would be better redirected elsewhere (such as ensuring the path through sunset reserve is complete and the path

between the houses at the northern side of Seabreeze Street is possibly resurfaced), but I am not against it.

- Would spoil a beautiful Silver Reserve and would certainly seem that City of Charles Sturt was trying to reduce green areas
- Silver Reserve is a park used for safe playing by many children and for family use throughout the year. The elderly people who use the park are able to do so without concern of being near bicycle traffic. A bicycle path will spoil the reasons why the park is significant to everyone who uses it when there are more suitable and safer alternatives available.
- It would be nice to make silver reserve a little prettier.
- Good idea. Will help to reinvigorate an under-utilised and what would appear to be an ignored reserve. This reserve could do with a face lift or some beautification.
- Wherever possible bicycles should have a dedicated lane. If this is not feasible a shared path is the next best option, and lastly advisory marking.
- People tend to go from A to B in the most direct way regardless of where the path is...I suggest giving them that through this park so they don't "create their own". This park isn't high use anyway so the bike traffic may give it some life too.
- I love that this route utilises the existing laneway, which is not accessible for vehicles.
- A path through Silver Reserve which is small, seems overdone, not to mention a waste of money, especially when Silver Crescent surrounds the park. Put advisory markings on the park side of Silver Cres and cross into Seabreeze St.
- My issue is with the use of Seabreeze street as a route because of increase housing in this small street and people needing to park on the street due to lack of off-street parking in those houses it is a hazard to pedestrians and bicycles using that street it is also used as a cut through for traffic not necessarily locals. As a resident of Silver Crescent (which already has a lot of street parking in it due to increase housing again) promoting the use of Seabreeze street as a bike/pedestrian through fare is an accident waiting to happen.

If you have other comments or suggestions for the bicycle treatment types in SECTION E, please provide them here.

- I note that this route implies a new bridge over Grange Lakes
- Support for Route 2 only
- I support this treatment type for route 2 only.
- The upgrades to this park area from years ago have made this a very attractive space given its next to a train line and all. My only suggestion is to position any shared path in a way that isn't smack bang in the middle thus preventing a kick and catch of the footy anywhere along the route (e.g. kick/catch the footy alongside proposed shared use path). I understand people can go to other places to do this but people always go to what's closest that kind of works for a casual kick/catch which occurs in the nicer weather there currently.
- Yes! Seriously lacking at the moment.
- I love the idea of a shared path on this route. Can be enjoyed by pedestrians and cyclists; would make a lovely walk or ride. Would also help pedestrians and cyclists access the park on Kentdale Street.
- Looking forward to a new shared use bridge south of the railway line. The new bridge would assist people walking to East Grange railway station.
- Do not support Route 2
- I think it's best to avoid bike riding on main roads with various cars parked here and bus stops etc.

If you have other comments or suggestions for the bicycle treatment types in SECTION F along Terminus Street (south of the railway line), please provide them here.

- support with traffic calming. consider providing a physical separator, even if it is mountable it will provide some deterrence to driving over
- advisory markings are fine, sharrows in the middle of the road as a bike lane in a narrow road is restrictive
- Walking and bicycles should go on Terminus St NORTH, on the NORTHERN side of the railway line, as per the last part of Route Option 3. Most of Terminus St North (Gurner St eastwards) has a wider roadway and wider verge than south of the rail line. Terminus St North has less traffic (149 v 264 per day). I have spoken to walkers who live west of Grange Primary school who also agree with me. Peak traffic, bikes and walkers in this area occurs together just before and after Grange Primary School start and finish times. The traffic goes along Terminus St South, and most bikes and walkers currently use Terminus St North and cross the rail line by the tennis courts. Putting them all together on the narrower Southern side will be more dangerous.
- None of the people I spoke to use Terminus St South. Some currently use the Northern side footpath and cross the rail line by the tennis courts.
- Designated bike path off road
- A new shared use bridge would be a welcome addition in this position
- 40 Kmh speed limits in this area - should not require traffic calming
- Support for Route 2 only
- I support this treatment type for route 2 only.
- Terminus Street is a road with much less traffic than Jetty Street and will not impact on way of life of residents.
- There should be NO specific provisions for bicycles on Terminus St (south).
- All the residential properties face onto this street and many cars park on the street.
- Of particular concern would be the number of cars, delivery vehicles and ambulances that park outside/access the nursing home. Adding bicycles would not be good.
- Access for bikes should be restricted to Terminus St (north) as there are few residential properties the face onto the street and therefore less vehicles driving and parking.
- This is the local "shortcut" road for everyone east of the creek/bridge crossing at Jetty St to get to West Lakes Shopping Centre. Mostly traffic is calm however it is a long stretch and I very much doubt anyone actually does 40kmh down here - I bet I don't necessarily either. If this section is to be used, I would suggest doing it in a way that "beautifies" this barren stretch of road also. Its already narrow too but something safe for riding that perhaps encourages cars to use Jetty St/Charles Sturt Ave for the West Lakes Run (Frederick is also avail and for high volume traffic) would overall be a good outcome for the residents there. Something as simple as incursions into the roadway (not impacting the bikeway) that allows trees or shrubbery to be installed would be an improvement whilst keeping traffic relatively inconvenienced but perhaps making it a less attractive shortcut for everyone using it. I suspect the residents may like that outcome also that live along there.
- It would be great that there was just a path for walking and cycling only. Easier access to the beach.
- I believe either of these would be suitable.
- Get the rail crossing along the river in line rather than having to go on right angles to follow
- I like the idea of trialling post lane separators.

- A separate bike path on road but separated by a verge on the road. It would provide greater cyclist safety.

If you have other comments or suggestions for the bicycle treatment types in SECTION G west of Charles Sturt Avenue, please provide them here

- Probably the biggest issue I face here is crossing military road to get to terminus street. if there is going to be a shared path near the platform then the footpaths are quite narrow to get to the existing crossing and having to cross over the road coming from the esplanade with cars wanting to turn right coming from north, and left coming from south is DANGEROUS. putting a small traffic island to crossover (north of the existing one) would be safer but it looks redundant. this is the biggest issue I have with this whole greenway - this busy road crossing.
- I note that this part of the route would not be so simply achieved as it is drawn. At the moment, to get to the Grange Station platform, either it is necessary to go to Baker St. then into the reserve on the south side of the railway line, then to Military Rd, or, to cross the railway line at Charles Sturt Ave to the north side, then to the platform.
- Support for Route 2 only
- The section west of Charles Sturt to the train station is such a short distance ANY treatment would be a waste of rate payer money.
- Love the idea. Great outcome. Will make my family rides much easier to navigate (e.g. Come down the hill from Grange Jetty, Cross at the existing traffic lights with the children etc. as Military Rd is terrifying to cross anywhere else if you have children with you and we can then get onto the path next to the trainline and head pretty much anywhere we like as the connection points etc. are all pretty fantastic that are proposed.
- Shared path on south side of railway line would be great!
- I am a little confused with the bike path on the southern side going to Grange station which is located on the northern side. Does this mean that the new bike path will terminate at Military Rd?

If you have other comments or suggestions for the bicycle treatment types in SECTION H along Frederick Road, please provide them here

- there's no room for a shared path and a bike lane is possible only for experienced riders. it's busy and sometimes threatening in peak periods. Crossing Frederick Road to head south can also be difficult coming from Nash St/Sunset.
- I regard Frederick Rd as a main road and therefore less safe. These options may be faster though.
- Frederick road not nice to ride along.
- Would advise against cycling along Frederick road. Not much to see and very busy.
- It is such a busy road that having an on road bicycle lane would be hazardous to bike riders.
- Simply I enjoy "family riding" with my children (2 x 8years and 1 x10years). Frederick Road on-road bicycle lane would never get used by me as I'd make the kids stay on the footpath for safety reasons...which defeats the purpose of the spend. However, given Frederick Rd is probably a B Class road I'm guessing....an on-road lane is probably the most appropriate given you don't want casual family riding going down a main road to cause trauma for traffic and/or ultimately getting hit by a car because there in a family group of 10 or something. Main Roads typically are used by Adults only to go to work/home and rarely for "casual" cycling with friends or family. Choosing Frederick Road would see this section used for sure but the back streets would continue to be used for all family/weekend rides and the like when people want to "meander" for coffee or whatever. I'd suggest simply spray painted markings for those who already use this road and put the "bikeway" through the backstreets where most appropriate for the highest volume of use with the

"safest" option for the most vulnerable riders (think disabled also) in a way that's least inconvenience for those residents properties it will pass by.

- A dedicated path should be implemented on a busy road like this. Having a few cycling pictures/signs on the road is not 'safe' enough for families to travel along and people will still avoid it.
- I'm concerned that Frederick Road is quite busy. For safety concerns, I wouldn't support an on-road bike lane. A shared use path would be better, but I would prefer a route that keeps cyclists away from the main roads.
- I would prefer option 1 and avoid travelling along Frederic Rd.
- Do not support Route 2
- A separate bike path on road but separated by a verge on the road. It would provide greater cyclist safety.

If you have other comments or suggestions for the bicycle treatment types in SECTION I along Nash Street (north of the railway line), please provide them here

- support with traffic calming. consider providing a physical separator, even if it is mountable it will provide some deterrence to driving over
- Nash street is fine and nothing special really needed here, it is the crossing of Frederick that is the issue. the pedestrian bridge north of the railway line is narrow and terrible, but if the bridge is going to be built south of the railway line, Nash St will not be used much if the southern route is preferable.
- I oppose the route going along Nash St. It is narrow and high suburban traffic (858 daily). Many cars park of the northern side to catch the train, which narrows the usable amount of street further.
- The route along Sunset crescent reserve and Sunset reserve is offstreet (much safer) and is more picturesque with trees, etc.
- Shared path is a better option but an on-road bicycle lane would be preferable over just advisory markings.
- I think that the "detour" route from Nash St. to Terminus St. (North) is too congested for shared use, particularly at the footbridge.
- Nash Street is a Drag Strip and main entry/exit. When I get the train to work from East Grange, I regularly see kids riding to Grange Primary crossing near the station.....in the 16 years I have been in the area I have seen perhaps half a dozen near misses - which is half a dozen too many. Whilst they weren't necessarily idiot drivers (they would have been people heading off to work) things like parked cars, sun in your face etc. does mean this section can be dangerous. I have also driven this road on a Summers Afternoon heading West when the sun is in your eyes.....it's very very hard to see what's in front of you.....whatever is placed here if this is chosen should consider some of these safety implications for mitigation. I selected no to a shared use path simply given how narrow it currently is (due to train line fence) and it is a main entry/exist for quite a few houses in that area as opposed to the one further up Frederick where the shops are.
- Efforts should be made to 'beatify' the Nash Street fencing. Currently, the barbed wire and lack of greenery does not provide an aesthetic look from Frederick Road to the Grange Lakes Corridor.
- This could be achieved by greenery or artworks.
- I think either of these options would be fine; however, I prefer route 1. Route 3 pushes cyclists and pedestrians away from Nash Street into the existing very narrow bridge over the creek.
- I would prefer option 1 and where possible to use the less busy road south of the railway line and avoid Nash St.

- There is ample thoroughfare for bicycles on this side of the railway line to get through to Grange Station
- A separate bike path on road but separated by a verge on the road. It would provide greater cyclist safety.
- The amount of traffic and on street parking in this street is too much for a bike lane in the street. People speed like there's no tomorrow as well.

If you have other comments or suggestions for the bicycle treatment types in SECTION J along Terminus Street (north of the railway line), please provide them here.

- Shared path isn't necessary here, I never encounter traffic along this stretch of road.
- Terminus St NORTH should be used for this section of route options 1 and 2 (see comments above).
- The existing pedestrian bridge over the stormwater creek is not large enough to cater for an increase in bike activity and should be widened to the same size as a shared use path.
- This would be the best option to direct bike traffic. No houses facing onto the street on this side of the tracks. Less vehicles, less parking.
- I use this section to ride with my Family regularly. It "feels" safer than the southern side to ride along so whatever you do here would probably be fine.
- I would prefer a shared path. The existing path is quite generous and keeps cyclists off the road, which is safer. The road is straight, and visually clear to see pedestrians and cyclists. I don't think traffic calming is necessary.
- A separate bike path on road but separated by a verge on the road. It would provide greater cyclist safety.

If you have other comments or suggestions for the bicycle treatment types in SECTION K along Westmoreland Road, please provide them here

- Westmoreland road is not busy and only local traffic and is wide enough to ride without issue. beach street coming into this road is more of a problem. there's no room for both bikes and cars because of the traffic islands which leads to angry drivers. make it 30km/h and put signs up saying "bicycles may use full lane". I usually don't take this route because it has potential for too much intimidation.
- Westmoreland Rd has a footpath on the Northern side which is used by many people and connects with the new Grange Lakes Corridor WITHOUT crossing Westmoreland Rd at its western end.
- The verge from Ian St eastwards is very wide, so I think that an off-street bikeway could be put on the Northern side, even if it has to be separate from the footpath due to the stobie poles.
- Putting a footpath on the Southern side makes no sense. If Route 1 is chosen, the path for that will be on the Northern side from Meakin Tce to Willochra Street.
- The western end of Westmoreland Rd has a narrower verge on both sides, especially the last part of the Southern side. In addition, the western end of Westmoreland Rd is the most dangerous part of the road to cross.
- Even if you put a footpath on the Southern side, I think most people will still walk on the Northern side, for the reasons above.
- My preference is bicycle markings with traffic calming in the form of on road build outs with landscaping. The build outs will also assist to slow down/reduce the speed and frequency of traffic using Westmoreland as a 'shortcut' between Grange and Frederick Road and hopefully avoid incidents of late night joy riding also. The aesthetic of build outs WITH landscaping will also help to

improve the look of the otherwise featureless street. Traffic calming must be more than just markings painted on the road.

- My second preference is a shared use path on the southern side of Westmoreland Road.
- This option links with the existing bicycle / pedestrian path from Trimmer Parade to Marlborough Street. From Jetty Street, access can be gained to East Grange Railway Station by using the greenway through Searange Court and the paved path to the Station.
- The section near Charles Sturt Cottage has not been upgraded and I believe there may be problems in gaining the approval to do so. If this is the case, the path can be changed to the eastern side of the creek and link in to the Searange Crt and existing path at Jetty St. After crossing the railway line, the path can go west along the northern side of the railway line to the Grange Railway Station and ultimately link into the Coastal path.
- All I would recommend is the Intersection of Derby/Westmoreland can be a bit hairy when parked cars around of traffic is somewhat heavy-ish.
- There is no risk to cyclists in section K from motor vehicles if cyclists are behaving responsibly. As there is no risk there is no need to unnecessarily spend ratepayers money on anything but some bicycle markings on the road.
- Would prefer shared path. I think this is a great additional connection.
- This option seems the least disruptive for residents.
- I think it would be great to do both option 1 and this option to support children riding to Grange PS.
- Path on 26 Westmoreland Rd side please. This would Really Help me as I have a Disability which is getting Worse by ageing. Our footpath is Old and the paving lifting causing people to Trip over.
- I have an ongoing dispute with curbing management as the curb collects water and debris making it Unsafe for users when heavy rain. But they are not interested in Safety and fixing the problem. So hopefully this could be fixed with the new shared pathway.
- Also it would be great to connect Meakin Terrace to Tapleys Hill Road as I use this route a lot

Do you have any other comments about the proposed route options?

- West Moreland is a functional direct, legible connection
- the biggest problem i have with this part of the grange greenway is i have to ride south again if i ride along the beach all the way to terminus to get into Meakin Terrace. many options but i don't know if they are feasible (golf course boundary etc). route 1 is probably the best option for many casual riders anyway, but if the shared path runs all the way through sunset reserve and you just provide a traffic crossing for Frederick Road and bike lane then faster riders can take this option as well.
- If either route 1 or 2 is chosen, the last section should go on the Northern side of the rail line (see reasons earlier).
- If route 1 is chosen, where the route goes from the path between Seabreeze St and Sunset Crescent, it should go across Sunset Crescent onto the reserve. The drawing has it going along Sunset Crescent. In addition, a pathway should be built along Sunset Crescent Reserve from the station eastwards to connect with the Frederick Rd footpath. This would encourage people to walk/bike along this reserve, ie off road.
- Fredrick Road is too dangerous for me to ride along on path or road.
- I think the most direct route is most preferable for me.
- Recreational route would seem to be the most scenic and enjoyable and would be my preference as a cyclist.



- Option 1 is a bit of a "rat run" on the narrower streets and would be the least safe or enjoyable to cycle on, with a negative impact on the residents
- Options 2 and 3 would be the easiest to implement and straightforward to navigate
- Route 2 is the obvious option.... less traffic in Terminus - already an "easement" because of the railway line - less destruction of park lands
- Surely a "no brainer"!!
- My concern is about what will in reality be splitting Silver Reserve into two sections. Children can currently play there without any worries and if they are kicking a footy or playing cricket or throwing a ball to their dog they will not always be aware if bikes are travelling through the middle of the park. Likewise older people will need to be wary. I am not against cyclist, in fact I would encourage them but feel an alternative route would be safer for residents.
- The bridge is a great idea.
- I would propose an additional railway crossing point be considered just east of the Grange Lakes to provide easy access across the railway on the eastern side of Lakes.
- I found the lack of details of the proposed bridge across the Lakes unsettling as there should have been some consideration to the mature (and bird nesting) trees it may affect if located incorrectly.
- I would like to say that the work the Council have done along the Grange Lakes is commendable. Care has been taken to reduce the path width to a minimum, protect existing trees and be sympathetic to a well used walking path and an important neighbourhood area. Well done to those involved!
- A new bridge across Sturt Creek definitely required esp for the south of railway option.
- Bikes should use the Grange Lakes corridor where possible. If followed completely it already provides bike/walking access from Grange Road thru to Trimmer Parade/West Lakes
- From Frederick Road a shared use path thru Sunset Reserve.
- Terminus St (north) should be used to access the train station west of the creek.
- Firstly - Great work by all and what I think are some well thought through options. The options I support are more the "family safe/friendly" routes constructed with the same consideration in mind. If I ride by myself (say to work), I will happily ride the main roads etc. of which these typically all have bike lane markings at least usually. However, when I am in Grange and not on a main road...its always a "recreational" or "family" type ride and Grange already has some fantastic facilities (e.g. Grange Road/Kirkaldy Park) through to West Lakes Inlet reserve at Trimmer Parade...that whole route is amazing and the upgrades done recently near Charles Sturt House/Beach St are absolutely great and commendations to all involved.
- Looking around at "others" in the area - Grange appears to be high on the "recreational" or "family" use in respect to whom you see on bikes in the area. Hence, the slower, scenic and more casual/safer route is probably what I lean towards. When I'm riding alone and need to ride at 50kmh, main roads are fine and I can keep up with traffic (which makes me safer).when I'm meandering around or with friends or family....the scenic and casual way is always the choice.
- Needs to have an appropriate crossing between Grange Lakes and Frederick Road for cycles.
- Westmoreland St option does not seem like a route that will be used often. A 'recreational route' along the length of Jetty St into 'Grange Lakes Reserve' would be more frequently used. This will also help with school children riding to Grange Primary.
- Options 1 and 2 with a pathway/bridge along the creek is a big welcome! The length of Terminus Street South is currently an eye-sore...there is a serious lack of street markings, trees /plantings etc. It would be nice to see this street transformed into a user-friendly space for walkers and

cyclists. I also think the dirt 'walk-way' adjacent Grange Station / old Post Office Road should be improved.

- If implementing the Westmoreland Rd option, I propose extending the recreational route to go up Meakin Tce as far as the "no through road" ending.
- Keep the route as straight as possible so there are less turns which makes it safer for all ages of cyclists.
- Install lights and put a bike crossing at the Frederick Rd railway crossing for safe crossing of Frederick Rd.
- Or even better, insert an underpass tunnel under Frederick Rd between Sunset Reserve on the western side and Bunker Reserve on the eastern side.
- Busy t-junction at Willochra Avenue and Westmorland Road, drivers don't stop at this t-junction this could result in an accident.
- Living in the area I notice that most of the waking and cycling traffic is down Terminus street. I believe route 3 would be the most utilised.
- I strongly prefer route 1. It keeps cyclists away from busier roads and streets. I also love the idea of a new shared bridge by Sunset Reserve. The bridge might also help link pedestrians on South side of Grange railway to the East Grange station, and to the Jetty St cafe precinct.
- Is there really a necessity for most of this work. No one understands the road markings. There is no need that I have seen to have shared paths where existing footpaths and roads suffice. How about lowering the rates rather than doing unnecessary work.
- I prefer off road on shared use paths.
- If Route 1 is not chosen, I support Route 2.
- I definitely DO NOT support Route 3.
- The Westmoreland route would seem most practical and best for riders.
- -Route one, has a lot of stops and turns and requires crossing on jetty street at a busy point in the road, and where cars are coming from many directions and at speed.
- -Route 2 and 3 are along busy main roads and wouldn't be the safest option for riders. Cars parked on this road would make it more dangerous. It is best to be in quiet back streets.
- -Route 4 would be ideal in my opinion. It is a straight path on a quiet street, and opens up the to the existing pathway along the river which is a nice part of the grange. A person could go either left or right at this point, heading towards Kirkaldy park, or towards the train. I have have made a suggest in an e-mail in relation to a separate matter with council that this would encourage riding past the Charles Sturt Museum would also increase its profile. I have put a note forward suggesting this area of grass near the Charles Sturt Museum could be used as a fenced off dog park, and possible Cafe. This area is across from the netball and tennis which are busy on weekends. A Cafe as a stopping point here would encourage more cycling along the pathways in this area and give somewhere for people at the netball/tennis to go to after as well as residents with dogs to attend.
- They all have merit but I think Westmoreland Road has more benefits as you will be able to connect with Meakin terrace. Making it more accessible for everyone as it connects to Tapleys hill road. As they are Quite streets.
- does this bikeway go all the way through to Military road on the south side of Grange railway Station?
- I would like to see this connect from the Grange Railway station to the beach with signage and connect with the coast walk/bikeway

Do you have any other suggestions to improve cycling in the Grange area?

- Finish it off with direct, comfortable connections to the primary school
- easily the biggest issue i have is crossing military road from the esplanade. a bike crossing is needed here, even a small one like in shipster on henley beach road. using the existing crossing can be just as dangerous with cars turning into terminus and going to the beach in peak times. a crossing is also needed to get into the middle of the road on frederick as well coming from westmoreland to get into meakin.
- Move bikes offroad where possible.
- Widening of paths to make it easier to pass/overtake when on a bike
- I think it would be great to have on-road 24 hour bicycle lanes where allowed AND shared paths (not the OR option). Shared paths in isolation are generally not a good mix when heavily populated by pedestrians and cyclists, see coastal path, it's pretty much a nightmare, but is nice to be able to ride the coastal path.
- Jetty street very busy. Would help to have a raised traffic slowing section near the existing pathway at Charles sturt cottage. It would stop the speeders and help the children that ride along this pathway (lots of near misses when children trying to cross jetty street).
- Traffic calming across Jetty street would be imperative due to the high traffic and also high speeds that cars continue to go down this road. I have witnessed a number of close calls where children cycle out onto jetty street ahead of their parents with cars failing to take heed of the 40 km/h zone.
- Improve crossing from jetty street to beach access over military road (opposite DULWICH bakery). The road here is very fast and unsafe for kids. A large pedestrian crossing like at Henley Beach would be good.
- I would ask that shared paths that lead to interaction between pedestrians and 'faster' (non social) moving bicycles should not be considered as an option for our neighbourhoods. The shared path along the Torrens is an example where it is uncomfortable and unsafe to walk. Slower pedestrians are asked to deal with fast moving cyclists. Sadly they do not interact with pedestrians very well. Each has a totally different intention and this causes unsafe interactions. Social cycling is a slower activity and better compliments walking. The prevailing Engineering design views across Europe are now exiting this concept of shared paths and providing 'travel' routes for cycling commuters and social routes for relaxed walking and cycling.
- Wherever possible bicycles should have a dedicated lane. If this is not feasible a shared path is the next best option, and lastly advisory marking.
- Not specifically. However, if any of you read this and are curious, I'd suggest go make your "decision maker"...or "recommender" presuming this is a recommendation to Council you are doing.....actually ride the route in 2 use case scenarios. e.g. Find someone who rides a bike and has at least 2 children who can ride that are say between 5 and 12years of age to cover all bases. Have them ride the proposed routes with their kids on say a Monday at 8:30am, 12pm and 4:00pm - the kids would love a day off school to help mum or dad so do it for the kids. But in all seriousness - that person would "experience" the "family or "casual ride" experience under what is probably real world conditions. Then on day 2 have them ride the same routes on their own to gain that experience or use case scenario as well. Better still I would suggest maybe 2 or 3 staff undertake the same (can be all at once) and I think they will pretty quickly settle on the pro's and con's of possible route and the pro's and con's of each construction option. At the very least, they will have all personally experienced what is probably the 2 primary use cases for cycling in/through Grange. For absolute thoroughness you may be able to find someone who uses those lay down arm pedal bikes to gain their input as well so this category of user/customer can input directly to your team. Anyway, if you do have a crack at undertaking your "user" or "customers experience" which I hope you do for each use case scenario...feel free to let me know and Ill happily take a Flex day to do the rides for fun also....just as long as we can stop at a different place each time between route

rides.....heh heh...kids day would have to be icecreams at Grange Kiosk...probably 3 times....single adult experience would be Kiosk for Coffee....second time can be Dulwich Bakery on Jetty St (Lunch) and last ride can be Grange Hotel for an end of day bevvie. hahaha...anyway, great work overall to everyone and good luck coming to a recommendation for council.

- Residents have been begging for YEARS to have a roundabout on Jetty St / Seaview Road..... we are all sick of detouring down Beach St just to cross Seaview Road. Cars travel too fast down through this intersection and a roundabout should slow them down and allow pedestrians to cross safely. Sometimes prams / cyclists are 'crowded' on the islands on Seaview Road waiting to cross. It's so dangerous.
- When will the Granges Lakes corridor path be widened adjacent Charles Sturt Museum...we still can't cycle along it because A) it's too narrow and B) the concrete paths have lifted in spots making it dangerous.
- Pedestrian crossing should be installed on Grange Road that connects the Grange Lakes corridor to Henley Beach. Many young families and older people use this path way, in addition speeding motorists turning on Grange Road from Cudmore Terrace. Extremely difficult to cross the road safely.
- Considering cyclists only in the plans is a very narrow view of future transport modes that may become more and more popular than cycling. So, don't just consider cyclists in the plans, but also consider future modes of transport such as electric personal transporters e.g. electric scooters, electric skateboards, electric hoverboards, electric unicycles.
- I depend on cycling as my primary mode of transportation as I am car-free. An easy bike path from Grange/Beach to all Charles Sturt suburbs directly east (all the way to Welland) would be so incredible. Cycling home on grange road after a beach day is not fun. It would be great to have a very direct route to the beach that cyclists can enjoy with minimal car interaction.
- Super grateful for the "active travel" options we have here. Keep it up!
- Finish the coast park grange to third street Tennyson
- Complete the coastal bike path!! It is taking a very long time to complete the last remaining section. The section between Fort St and Terminus St was surveyed and pegged out many years ago but we are still waiting for further development.
- A separate bike path on road but separated by a verge on the road. It would provide greater cyclist safety.
- Love the shared use bridge at the end of Sunset Reserve. Even if another route is picked, I believe this bridge, south of the trainline would be hugely utilised by locals.
- I understand the desire to have a bike route along the train line to the city so understand the end goal for this to be the Grange train station so riders can start at the Grange train station and have a safe route to the city. For those going in reverse they are unlikely wanting to head to the train station but more likely the Grange jetty area in Grange a route to the jetty street shops and then jetty would be a more attractive bike route for those riding to the beach. Providing a safe route to the jetty/ beach area would be a great option to look at in addition to the route to the station.
- We rode as a family along the current stretch from Woodville on the weekend for the first time with the end goal going to Grange for an ice cream. The new shared path along Tapley's Hill Road was the reason we decided it was safe enough to do so but it was incredibly Frustrating to get off and cross the train line at Seaton train station to then rode less then 3 minutes to dismount and cross it again at the corner of trimmer parade to safely cross at the pedestrian/ bike lights. On the way home we rode up trimmer parade instead and went down the first side street to re-join up the route and avoided the double crossing of the train tracks
- I think in planning the next stage of the route this needs to be considered and ensure you are not having to make cyclists dismount numerous times in a very short period to cross the railway lines

- Put a crossing in at Westmoreland Road and Meakin Terrace. Similar to the one at Fort street Grange near the Nursing Home. As Frederick Rd has become extremely busy.
- Making it more accessible and Safer for people with disabilities and the Age Care home there.
- I would like to see the Grange Lakes corridor go under the Nash Street railway bridge.

Community drop-in session comments

Route 1 comments

- Improve pedestrian access across railway line
- Want new bridge regardless of route option
- Build a path through sunset as well as whichever route to connect to Seaton High
- Silver Crescent
- No to path through reserve
- Yes to path Reserve side of Silver Crescent
- Think about best location for pedestrian crossing when locating path through Silver Reserve
- Section D near lane needs more lighting
- Too zig zaggy... use Westmoreland Road Option
- Too zig zaggy
- Concern protuberances are dangerous for cyclists
- With section F if bridge across line needs more lighting
- Signage on Jetty Road showing Grange Greenway just before Silver Reserve
- Pedestrian crossing on Jetty Street will help with safety
- Really like the idea of a South side bridge! Option 1 does not present safe crossing for Frederick Road. Push button across from Sunset Res is my preference
- Need refuge to cross Frederick from Westmoreland
- Needs to be on south side Terminus Street
- Bridge across lakes is good. Need safe crossing across Frederick Road
- Railway crossing near Grange tennis club needs upgrading
- Section F prefer shared use if possible
- This option is not as safe and not efficient
- Bike lanes attract 'rubbish' – punctures
- Need lighting in path through Silver Reserve
- Prefer not a path in the middle of Silver Reserve – more along the edges of Reserve

Route 2 comments

- Safe crossing at Frederick Road is important!
- 1st priority is a safe way to cross Frederick Road. Prefer push button crossing Sunset Corner. Strong preference for Option 2
- Need crossing on Frederick Road. Not safe. Have to get crossing on Sunset Crescent side. Use shared use path on Frederick Road. Not safe to have an on road bike lane.
- Terminus west of Charles Sturt Ave is tricky to ride through

- Charles Sturt Avenue/Railway Line is difficult to cross
- Frederick Road is dangerous for crossing. Badly needs proper crossing i.e. push button for traffic lights
- Shared bike and pedestrian path leading to crossing on Frederick Road is a must. Current crossing is inadequate.
- No bike lane on Terminus Street south i.e. parking issues due to residents and nursing home
- Section G should be bikes only, not shared use
- Sunset Crescent is green and leafy and it would be nice/better to ride on this side, i.e. south side on tracks
- Crossing Frederick Road is important – make it safer
- Ensure pedestrian safety
- Concern shared use Section G cyclists need to be kept separate from pedestrians
- Against shared use. Unsafe for pedestrians

Route 3 comments

- Bike path on Terminus Street north as no residential parking issues, lots of room
- Sunset and north Terminus
- Terminus north has less traffic and driveways and parking
- Terminus south has lots of parking demand, nursing home particularly
- This option is on the wrong side of tracks, would not be used as much. Option I is a much better/nicer option.
- Safety Meakin Tandanya shared path through Grange lakes

Recreational Route comments:

- Would love to see some traffic calming measures in the form of built outs with landscaping along the road. It needs more than just road markings
- Only affected on parking. Needs to be on south side of terminus street after Charles Sturt Avenue near railway
- Shared use path – concern people will hit stobie poles
- Lots of families using Yorkshire. Intersection will get busy
- High levels of student and pedestrian activity at Yorkshire and Westmoreland intersection
- If shared use, don't want 'a large concrete path'. Needs landscaping
- Would like to slow traffic on Westmoreland as lots more families are using
- Difficult to see bikes as a driver when turning onto Jetty Road from Frederick
- When is little library coming back?



Written submissions

Submission 1

Hi [REDACTED],

Re Grange Greenway, I like all options... I think one south or train track is good. Appears to have the least crossing?

Also, do you have a status update on the work to connect this path to the Henley Grange Memorial oval, through Atkin St and onto Henley High and down to the Torrens.

Work on this seems to have stalled, so an update would be welcome.

Regards

[REDACTED]

Submission 2

Never heard of the Grange Greenway, and I've lived here in Grange, on the Grange Lakes Linear Park for 7 years, but it seems somewhat useful if it can connect easily to the Grange Lakes Linear Park, State Heritage Listed Charles Sturt's Home Museum, both rail stations and the beach Coast Park from Terminus St to Tennyson Dunes, which will be worked on soon and should be considered in all plans for walking and cycling in our area.

I generally support Option 2 from Frederick Rd, using Sunset Cres existing path and Terminus St north.

To add to the submissions to date, which could be relatively easy and cheaper to implement, except for the bridge on the south side of the rail line, which could be more easily "attached" to the existing bridge structure, rather than a new unwarranted separate bridge, which would be too costly I think and not knowing how many would use it and where the budget for this work is coming from???

Terminus St north has a wide existing path which could be easily converted, but users would need to come over the bridge from Sunset Cres and cross over the rail line at the existing point and more easily connect with the Grange Station and the beach, which of course, would be the main destination for users. Few properties and driveways have frontage to Terminus St Nth.

Better cycling and pedestrian access to the beach and Coast Park from the Grange Station is necessary!

Transport SA do not promote the Grange Line as the closest, quickest and easiest way to our beach. Signage and beach access would need to be considered here, as well as Jetty St businesses, particularly since the Coast Park path is likely to be completed to the Tennyson Dunes and beyond.

Thanks for your consideration of these views which align with those of many neighbours, residents I speak with and the Strata Corporation I belong to and represent in this submission.

Cheers

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]