

CITY OF CHARLES STURT BIKE NETWORK

ACTION LIST

This document provides a series of implementation actions for the City of Charles Sturt to improve its Bike Network and cycling infrastructure.

The actions were developed in response to the feedback received from the community who participated in the public consultation titled “Bike *direct* Network Review” between August and October 2018. The consultation asked members of the community including bicycle user groups to plot comments about the Bike *direct* network and infrastructure on a mapping tool (222 engagements), as well as respond to an online survey (156 responses). An Open Day was held at the connecting point of the River Torrens Linear Park Path and the Coast Park Path (both strategic walking and cycling shared paths), which was attended by over 70 people and attracted additional comments from path users.

The actions also incorporate recommendations from the Outer Harbor Greenway Review Final Report (2017). The City of Charles Sturt had engaged Donna Ferretti and Associates, Hemisphere Design and Jennifer Bonham to undergo a consultation process and to recommend a range of treatments to foster active travel along the Outer Harbor Greenway.

The actions aim to further encourage bike riding as a mode of transport, and promote riding for recreation and fitness, thereby improving community health and fitness and providing environmental benefits due to reduced road congestion, in line with the targets in the City of Charles Sturt Transport Plan.

The Bike Network is of major importance to the City of Charles Sturt and we have a target to increase the percentage of trips on bikes to 6% by 2031 (Transport Plan 2016–2031). We want to ensure that the Bike Network is direct, safe, attractive, comfortable and convenient, with connections to and from local destinations.

1. MAKE IMPROVEMENTS TO STRATEGIC BICYCLE ROUTES AND LINK ROUTES TO EACH OTHER

1.1. Finish construction of strategic bicycle routes and connect them to each other

1.1.1. Complete missing links in regionally significant and district level strategic bike routes

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Strategy 2.7 [Invest in recreational cycling paths and their links to commuter routes to promote inclusive active travel choices](#)

Strategy 5.7 [Review recreational and commuter routes to identify and protect existing open space for future cycling improvements](#)

- 1.1.2. Continue district level routes such as Grange Lakes and connect them to other strategic bike routes

Regionally significant strategic bike routes include the:

- Outer Harbor Greenway,
- River Torrens Linear Park,
- Coast Park,
- Grange Greenway,
- Gawler Greenway.

District level strategic bike routes include:

- Grange Lakes,
- West Hindmarsh connecting Outer Harbor Greenway to River Torrens Linear Park,
- Old Port Road and Bartley Terrace, connecting Pt Adelaide Enfield to Grange Lakes,

Local level strategic bike routes include the remainder of the Bike Network that is on streets (excluding arterial roads) within the City of Charles Sturt.

Other streets within the City of Charles Sturt that are not part of the strategic bike network should still be safe and rider friendly.

- 1.1.3. Consider a new cross-suburban route connecting the Outer Harbor Greenway to the River Torrens Linear Park path in the centre of the City of Charles Sturt
- 1.1.4. Make new strategic connections along/alongside arterial roads such as Burbridge Road, Trimmer Parade and West Lakes Boulevard
- 1.1.5. Work with neighbouring Councils to improve connections, particularly along the Outer Harbor Greenway

1.2. Utilise strategic asset management planning to ensure surfaces within the bike network are provided and maintained to a high standard

- 1.2.1. Develop a clear set of street design principles and solutions to improve bike rider safety and comfort, to be implemented during road rehabilitations

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Strategy 1.8: [Review construction techniques and use environmentally sound materials, manufacturing and technology methods for cycling paths.](#)

- 1.2.2. Ensure surfaces along strategic bike routes are maintained to a high standard
- 1.2.3. Use a road surface treatment such as CoolSeal to provide a smoother ride surface and lower ambient temperatures on local roads
- 1.2.4. Incorporate Shared Space principles into the road design where regionally significant strategic bike routes are on-road
- 1.2.5. Improve street and path lighting throughout the bike network
- 1.2.6. Plant additional trees to provide canopy along streets and paths
- 1.2.7. Review on street car parking along strategic bike routes to ensure it is appropriately designed and located
- 1.2.8. Widen the River Torrens Linear Park path (particularly in bridge underpasses and busy areas) when they are due for reconstruction

1.3. Improve Wayfinding

- 1.3.1. Install a substantial gateway map at the entry to strategic bike paths to place the route in the context of the broader metropolitan bike network.
- 1.3.2. Install additional wayfinding signs on the Outer Harbor Greenway route and Coast Park, and introduce wayfinding signs to other strategic routes
- 1.3.3. Work with the local community and neighbouring Councils to develop a brand identity for strategic bike routes
- 1.3.4. Engage with businesses and local communities to develop distinct place identities in precincts and transition corridors

“While the focus remains on movement, the potential exists to build on existing and in some instances emerging place narrative through encouraging a greater diversity of **local placemaking activities**. Activities such as gardening, social interaction and engaging with artwork help build community capacity and enable shared responsibility and local ownership of place.”

- 1.3.5. Encourage neighbouring Councils to continue wayfinding and entry signage through their streets
- 1.3.6. Improve wayfinding on local streets
- 1.3.7. Ensure signs and line marking are well maintained
- 1.3.8. Retain up-to date information about bike routes and facilities on the City of Charles Sturt website

36% of respondents to our online survey said that **better signs and wayfinding** would motivate them to ride a bike more often or improve their current riding experience

1.4. Educate and Evaluate

- 1.4.1. Promote and educate the community about strategic bike networks
- 1.4.2. Gather usage data on strategic bike networks to determine usage trends over time
- 1.4.3. Consider the installation of advisory signs and educational banners throughout the City of Charles Sturt
- 1.4.4. Provide regular articles in print and online, promoting bike riding within the City of Charles Sturt
- 1.4.5. Build a riding education facility
- 1.4.6. Hold bike workshops and promote community riding activities

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Strategy 2.10 Promote cycle activities in Charles Sturt, including learn-to-ride initiatives and cycling groups

Strategy 4.7 Promote the City of Charles Sturt as a cycle friendly city and assist organisers to hold annual cycling events

Strategy x.x Partner with cycling groups to implement an education campaign about cycling etiquette on local streets, shared paths and footpaths

Extensive community **engagement** is critical to informing the broader community about the OHG, its extent of **connection** to destinations and public transport, and its role in facilitating active travel. Well-resourced and appropriate forms of community engagement will also foster community support for and participation in **active travel**.

2. IMPROVE SAFETY AND ACCESS FOR BIKE RIDERS ON LOCAL ROADS

In this section, 'local roads' refers to **all roads under the care and control of the City of Charles Sturt**, it includes the strategic Bike Network as well as all other City of Charles Sturt streets

2.1. Calm traffic

- 2.1.1. Continue to implement lower speed limits across the council area (e.g. 40km/hr) to enhance the safety of active travellers, improve the amenity of streets within the catchment and encourage local residents to adopt active travel modes.

29% of respondents to our online survey said that they would be encouraged to ride a bike more often or that their current riding experience would be improved if we could **reduce traffic speeds and volumes**

2.2. Implement infrastructure improvements to improve bike rider safety

- 2.2.1. Provide ramps and bypass routes at intersections and traffic control devices
- 2.2.2. Provide wombat crossings or refuges where routes cross local roads
- 2.2.3. Improve bike rider safety at local road intersections, traffic control devices and crossing points

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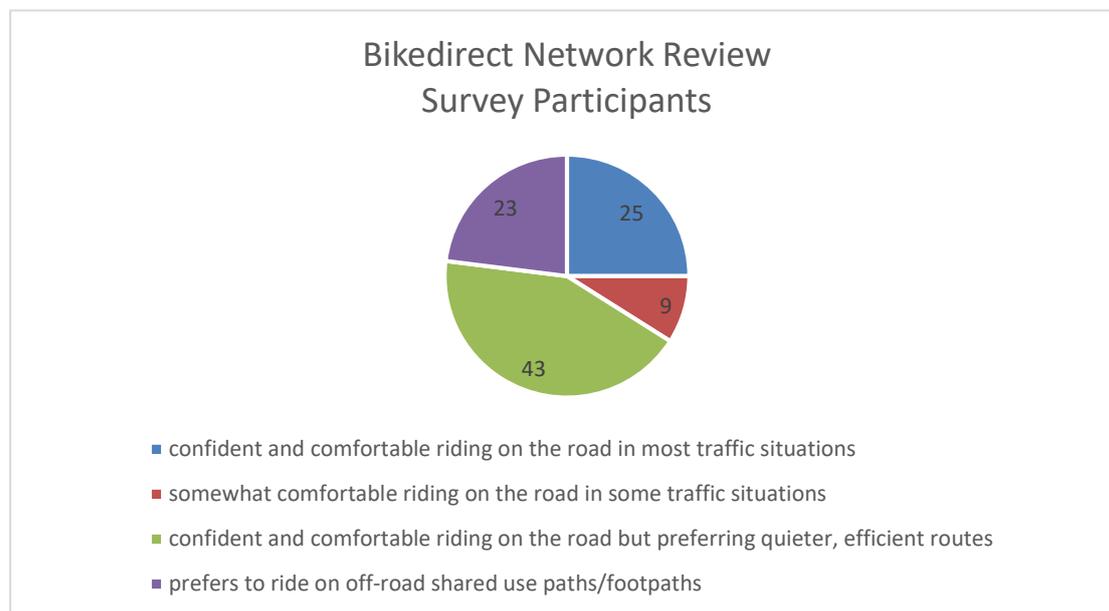
Strategy 2.8 Audit crash data on local streets to identify areas where treatment for cyclists is required to improve road safety

Strategy 5.10 Review locations where cycling networks abruptly end, such as underpasses and roundabouts, and install functional alternatives

2.3. Consider all road users in traffic calming schemes

- 2.3.1. Collect data to understand the impact traffic safety improvement projects have on active travellers to inform implementation of similar treatments in other areas.
- 2.3.2. Consider bicycle access (including for various types of bicycles such as cargo bikes) when installing any traffic control devices

2.3.3. Provide buffer spaces between parking lanes and bicycle lanes to reduce 'dooring'



3. IMPROVE SAFETY AND ACCESS FOR BIKE RIDERS ON PATHS

3.1. Improve safety and maintenance of off-road paths

- 3.1.1. Remove obstacles, like street furniture from bike and shared paths
- 3.1.2. Improve access for riders at ramps and road crossing points (including consideration of riders of cargo bicycles) by reducing the angle of turns where possible
- 3.1.3. Improve maintenance of shared paths to keep foliage trimmed and paths clear of sand, debris, glass, etc.

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Strategy 2.6 [Review footpaths and where desirable upgrade to shared use paths](#)

3.2. Improve path connections and use

- 3.2.1. Install more off-road bike paths and connections
- 3.2.2. Continue to install shared path etiquette signs and pavement stickers to remind path users of appropriate behaviours in areas of high conflict potential (e.g. Henley Square)

4. WORK WITH THE DEPARTMENT OF PLANNING, TRANSPORT AND INFRASTRUCTURE FOR IMPROVEMENTS TO BIKE RIDING ON THE ARTERIAL ROAD NETWORK

4.1. Improve arterial road bicycle lanes

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- 4.1.1. Provide new bicycle lanes on arterial roads (e.g. Frederick Road and Trimmer Parade).
- 4.1.2. Connect existing arterial road bicycle lanes (fill in gaps / missing sections).
- 4.1.3. Improve safety and visibility by including features such as separation and/or green lane markings (e.g. Port Road from Rosetta Street to Park Terrace)
- 4.1.4. Review bicycle lane operation times (e.g. inclusion of school hours and weekends on some routes)
- 4.1.5. Improved maintenance of bicycle lanes (surface and linemarking, including reinstatement)
- 4.1.6. Ensure bicycle lanes are kept clear of debris
- 4.1.7. Enforce parking controls

Strategy 4.5 [Advocate for the Department of Planning, Transport and Infrastructure to complete bicycle lane and crossing point installations on all arterial roads](#)

Provide increased clearances (such as painted buffers) to traffic and obstructions and wide bicycle lanes wherever possible. 79% of respondents to our online survey said that [safer bike lanes and paths](#) would motivate them to ride a bike more often or improve their current riding experience.

4.2. Improve access and safety for bike riders at intersections and crossing points

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- 4.2.1. Improve access and safety for bike riders at arterial road intersections (e.g. bike boxes, push buttons)
- 4.2.2. Improve rider safety and access at staggered intersections (such as Findon Road / Hartley Road / Valetta Road and Grange Road / Holbrooks Road / East Tce)

Strategy 2.9 [Ensure crossing points intended for cyclists are provided with hold rail and bicycle signal phasing where appropriate](#)

- 4.2.3. Provide more crossing points across arterial roads (e.g. Port Road, Tapleys Hill Road, Seaview Road for River Torrens Linear Park path)
- 4.2.4. Continue grade separation of strategic routes (such as the Outer Harbor Greenway) at arterial road intersections

5. IMPROVE FACILITIES FOR PEOPLE WHO RIDE BIKES

5.1. Provide improved storage facilities for bike riders

- 5.1.1. Encourage bike riding as a means of transport by installing additional bicycle parking areas throughout the City of Charles Sturt (e.g. beach, libraries, local shops)

39% of respondents to our online survey said that more **bike racks / storage** would motivate them to ride a bike more often or improve their current riding experience

- 5.1.2. Request that DPTI continue to install bicycle lock-up cages at railway stations and improve the information provided about the use of bicycle cages (e.g. display signs on the cages)
- 5.1.3. Enable bike-share providers to provide bicycles at strategic locations within the network

5.2. Provide improved amenities for bike riders

- 5.2.1. Provide more drink fountains, resting places, and improve wayfinding to existing ones
- 5.2.2. Increase the number of bicycle repair stations including provision of repair facilities at bike friendly businesses
- 5.2.3. Provide additional public toilets (particularly along River Torrens Linear Park)
- 5.2.4. Advocate for the ability to take bicycles on public transport

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Strategy 2.12 [Work with event organisers, including sporting clubs, to promote cycling and provide bicycle parking](#)

Strategy 3.8 [Provide cycle arrival facilities in Main Streets to improve access for cyclists to shops, businesses and facilities](#)

Strategy 3.9 [Increase the provision of kerbside bicycle parking and bicycle racks/parking stations](#)

Strategy 4.6 [Understand community demand for end trip facilities, and work with government partners, business and community service providers to provide these facilities.](#)

Strategy 1.6 [Advocate for improved cycling storage facilities for public transport services at stops and on vehicles](#)