

- the closure of the land marked “A” (part of Baudin Place) as public road reserve, and
 - the opening of the land marked “1” as public road reserve;
2. Resolve to commence a Road Process Order in accordance with Section 5 of the Roads (Opening and Closing) Act 1991 to facilitate the exchange of land as described;
 3. Authorise the Chief Executive Officer to execute all documentation and undertake all necessary actions to give effect to this resolution.

12.12 PORT LINCOLN WALKING AND CYCLING STRATEGY - ADOPTION

REPORT PURPOSE

This Report presents the results of the consultation on the final draft of the Port Lincoln Walking and Cycling Strategy 2026-2036 and recommends that this be adopted.

RECOMMENDATION

That Council:

1. Receive and note the submissions received during the Public Consultation process as presented as an attachment to this report;
2. Having regard to the process undertaken, is satisfied the public consultation has met the requirements of Council’s Public Consultation & Community Engagement Policy;
3. Adopts the Port Lincoln Walking and Cycling Strategy 2026-2036 as per Attachment 2 of this Report with minor administrative amendments; and
4. Endorses amending the Long Term Financial Plan to include an allocation of \$58,000 per year to fund the minor capital works identified within the Port Lincoln Walking and Cycling Strategy 2026-2036.

12.13 NORWOOD FOOTBALL CLUB REQUEST FOR FUNDING 2025/26

REPORT PURPOSE

The purpose of this report is for Council to consider and endorse grant funding for 2025/26 for the Norwood Football Club to facilitate an SANFL home and away match to be held in Port Lincoln in 2026, date yet to be confirmed.

RECOMMENDATION

That Council allocates \$10,000 to the Norwood Football Club for the SANFL Home and Away Season match at Centenary Oval Port Lincoln, with the date to be confirmed in 2026, in terms of the Community Grant Funding – Flagship Events Terms and Conditions.

12.12 PORT LINCOLN WALKING AND CYCLING STRATEGY - ADOPTION

REPORT INFORMATION									
Report Title	Port Lincoln Walking and Cycling Strategy - Adoption								
Document ID	96759								
Organisational Unit	Environment & Infrastructure								
Responsible Officer	Acting General Manager, Infrastructure - Brad Tolley								
Report Attachment/s	Yes 94280 Consultation Summary Report 97002 Port Lincoln Walking and Cycling Strategy 2026-2036								
REPORT PURPOSE									
This Report presents the results of the consultation on the final draft of the Port Lincoln Walking and Cycling Strategy 2026-2036 and recommends that this be adopted.									
REPORT DECISION MAKING CONSIDERATIONS									
Council Role	Owner / Custodian - Manage community assets including buildings, facilities, public space, reserves on behalf of current and future generations								
Strategic Alignment	SDP GOAL: Goal 2: Liveable and Active Communities SDP ACTION: 5.1 Develop and implement a Footpaths and Cycling Strategy to improve walking and cycling options, including improving broader pedestrian and community access.								
Annual Business Plan 2024/25	ABP INITIATIVE: Public Trails and Biking Strategy								
Annual Business Plan 2025/26	ABP INITIATIVE: Not Applicable ABP PROJECT: Not Applicable								
Legislation	Not Applicable								
Policy	Public Consultation & Community Engagement 2.63.1								
Budget Implications	Major Variation > \$50,000 <table><tr><th>DESCRIPTION</th><th>BUDGET AMOUNT \$</th><th>YTD \$</th></tr><tr><td>Annual Walking and Cycling Strategy delivery</td><td>\$ 58,000</td><td>NA</td></tr></table> Budget assessment comments: Adoption of the Strategy will endorse the Action Plan within, which includes a proposed increase New and Upgrade capital expenditure by \$58,000 per year over the 10 year life of the strategy. Other identified work opportunities would be part of the normal budget process in competition with other projects.			DESCRIPTION	BUDGET AMOUNT \$	YTD \$	Annual Walking and Cycling Strategy delivery	\$ 58,000	NA
DESCRIPTION	BUDGET AMOUNT \$	YTD \$							
Annual Walking and Cycling Strategy delivery	\$ 58,000	NA							
Risk Implications	Moderate Risk								

Resource Implications	This is a planned resource allocation
Public Consultation	No
IAP2 Commitment	CONSULT - We will keep you informed, listen to and acknowledge concerns and aspirations, and provide feedback on how public feedback input has influenced the decision.
OFFICER'S RECOMMENDATION	
That Council: 1. Receive and note the submissions received during the Public Consultation process as presented as an attachment to this report; 2. Having regard to the process undertaken, is satisfied the public consultation has met the requirements of Council's Public Consultation & Community Engagement Policy; 3. Adopts the Port Lincoln Walking and Cycling Strategy 2026-2036 as per Attachment 2 of this Report with minor administrative amendments; and 4. Endorses amending the Long Term Financial Plan to include an allocation of \$58,000 per year to fund the minor capital works identified within the Port Lincoln Walking and Cycling Strategy 2026-2036.	

REPORT DETAIL

Background

The Port Lincoln Walking and Cycling Strategy 2026-2036 (the Strategy) builds upon existing plans and consolidates prior Council work to create a single, strategic vision considering the following guiding principles contained in Council's *Open Space Strategy 2021-2026* to:

- Developing an integrated footpath and bicycle lane priority strategy to identify key pedestrian and cyclist link upgrades.
- Enhancing streetscapes along routes to major public open space reserves.
- Continuing development of the Parnkalla Trail and expanding its regional role.

Council engaged consultants BE Engineering Solutions and Jensen PLUS to develop the strategy in collaboration with the community. The objectives of the process were defined as:

- Improve walking and wheeling options including improving broader pedestrian and community access and connectivity.
- Develop/Implement an integrated footpath and bicycle lane priority strategy that identifies where key pedestrian/cyclist links need to be upgraded or developed to link services and land use.
- Focus streetscape improvements along routes to key public open space reserves.
- Continue to develop the Parnkalla Trail and expand its regional function.
- Support delivery of actions and priorities to increase walking and wheeling infrastructure within the network.
- Adopt universal best practice design principles.

A Community Reference Group (CRG) was established following a public expression of interest process to provide local insights and advice throughout the project. Residents participated in information sessions and group walks, and targeted sessions were held with key stakeholders (24 and 25 March 2025). A widely promoted on-line survey and mapping tool was also available on Council's Your Say platform between Tuesday 11 March and Friday 4 April 2025. Over 30 people attended the information sessions, and 91 survey responses were received.

A draft Strategy was developed to define an achievable vision aligned with the review of strategic documents and the feedback received.

Options were developed that could close the gap between the vision and the current situation that included projects in the following categories.

Category 1 - Annual Capital Works Program

The Annual Capital Works Program are projects that are within Councils control, address gaps and impediments, or provide safety enhancements and importantly, are within Council's ability to fund directly.

These are New and Upgrade projects and thus, normally would be derived from Discretionary funding. As shown within the table in the draft Strategy, the average annual cost is estimated at \$58,000 per year on average.

There is usually strong competition for Discretionary funding. It is proposed however, that the Annual Business Plan include for Council's consideration an allocation of approximately \$58,000 in the Recurrent Discretionary Capital program (not Renewal) each year over the life of the Strategy. If endorsed this would be incorporated into the Long Term Financial Plan and presented for inclusion as part of the review and endorsement of that document.

Category 2 - Opportunities – For Council

These projects can be undertaken by Council alone and do not require external agency support.

They are aspirational in nature or require more work before they can be considered for implementation.

The Scope for most of the projects is “Feasibility and scoping required.”

Category 3 - Opportunities – For Council and External Agencies

As for Category 2, these projects are also aspirational in nature or require more work before they can seriously be considered for implementation, however these also will require involvement/approval or funding from other agencies.

The Scope for most of the Category 3 projects is “Feasibility and scoping required” or simply to identify the other agency involved to enable future discussion and development of projects to improve walking and cycling.

Final Consultation 4 to 26 September 2025

Council endorsed to take this revised draft for further consultation 21 July 2025. This consultation was undertaken 4 September 2025 to 26 September 2025 consisting of:

- Advertising - Social Media - Council Website
- Web page - <https://www.portlincoln.sa.gov.au/.../help-us,-help-you...>
- Your Say - <https://yoursay.portlincoln.sa.gov.au/>
- Other – **Written Submissions Post or in person at the Council Office**

Attachment 1 is the consultation responses verbatim but redacted to remove personal identifying references.

In summary the feedback had these common themes:

1. The Parnkalla Trail remains a concern amongst some respondents, most notably those associated with the Friends of Parnkalla Walking Trail. Several submissions specifically did not support upgrading what is noted as Section 4 within the Draft Strategy (between the wharf and Mundy Point along Kirton Point) to cater for bicyclists. The concern expressed was in respect of the safety of walkers mixing with bicyclists, and the impact of widening to cater for bicyclists on the vegetation and the ambiance of the walk.
2. There was general support to upgrade for safety or amenity other sections of the Parnkalla Trail, with sections 1, 2, 8, 9, and 10 identified specifically citing either support or requesting upgrades to safety or service provision (width or service). Further engagement was sought before undertaking any identified works.
3. Two submissions were generally supportive without specific comments or change requests.
4. A series of concurrent and coordinated submissions supported.
 - 4.1. Better accessibility for the path network, specifically more or better Wheelchair Ramps.
 - 4.2. Greater Service Provision (i.e. more paths).
 - 4.3. Higher level of service (i.e. fewer cracks and displacements).
5. Greater support for bicycling as a formal mode of transport such as end of trip facilities and community (drivers and new bicyclists) education.

At the 21 July 2025 Council meeting the following comments were made in respect of the Strategy:

- The cover artwork was could better reflect diversity and challenge gender roles.
- There should be specific mention of end of trip facilities such as bicycle racks or storage in new developments.
- Whether marking bicycle lanes in green should be included within the Strategy.

Response to the Feedback

Parnkalla Trail

When preparing the Strategy Council Officers noted the concern over making the Parnkalla Trail more accessible, but also noted the need to respond to the Strategic Action 5.5 to:

“Develop a Strategy to extend and Improve the Parnkalla Trail including options to extend to Axel Stenross, Murray’s Point, National Park, Investigator Trail, and lighting options in partnership with Stakeholders and neighbouring Councils.”

During the public consultation on the draft strategy to replace the existing Parnkalla Trail Strategy, it became clear that at least the “Friends of the Parnkalla Walking Trail” do not support cycling on Section 4 of the trail. Council acknowledges and respects the group’s longstanding stewardship and their concerns regarding potential changes to this section.

However, in preparing a comprehensive forward plan for the entire trail, it is necessary to include all sections to ensure consistency and future readiness. Accordingly, proposed works for Section 4 were included in Categories 2 and 3 of the forward works plan. These categories indicate that while works are not imminent, they remain part of Council’s strategic intent and may be considered in future programming, subject to further consultation and prioritisation.

The Strategy has been reviewed and the language within the future works Categories softened, and the language within the “*Actions and Priorities for Delivery*” section where the need for further engagement on the Parnkalla Trail is noted, has been strengthened.

Green Markings

“Green Lanes” are used in areas where there is a higher risk of conflict with motorists. Such as where a bicycle lane continues straight and left turn vehicles will cross it, or where the bicycle lane crosses a slip lane. This would be a detailed design element and so has not been included within the strategic document.

End of Trip Facilities

The Action Plan Category 1 item 20 includes an allocation within the “Capital Program” to improve the provision of bicycle racks within the City. No change proposed.

Accessibility (primarily Footpath Ramps)

The plan includes within the Category 1 table numerous proposed additional Ramps. Although numerous other ramps within the city are non-compliant and preferably would be replaced immediately, replacement with compliant ramps will occur as they reach the end of their life. No change to the Strategy is proposed at this time. No change proposed.

Marine Avenue and Malcolm Court (Item 6 within the “Draft Annual Works Program” table to link Lincoln Grove Retirement village to Open Space)

A submission was received questioning the justification for establishing a link between Marine Avenue and Malcolm Court, noting that it would primarily serve a relatively small number of residents within the Lincoln Grove Retirement Village.

Notwithstanding this feedback, the inclusion of the project is considered reasonable, as its intent aligns with the *Open Space Strategy* objective to strengthen linkages between residential areas and

nearby reserves. The project represents a positive step towards improving accessibility and inclusion within the community.

The project has therefore been retained within the *Works Program*. As with all projects, its progression to delivery will remain subject to further analysis to ensure that the outcomes achieved are commensurate with the investment and intended benefits.

Increased support for bicycling as a form of utilitarian transport

The philosophy within Attachment 5 is consistent with modern Bicycle Master Plans, that recognise and promote greater bicycling to shops and commuting to work (Utilitarian bicycling) as a method to alleviate parking demands and traffic congestion (in addition to the health benefits). The Strategy was to develop a forward works program that is based on good practice, but it stopped short of endorsing this modern approach. As such it has not included aspects such as educating motorists about sharing the road, or promoting cycling as a viable form of transport. No change proposed.

Modifications made to the draft Strategy presented for endorsement include:

- Modification to the front cover images considering equitable depictions.
- Strengthening of the existing acknowledgement that consultation is expected before undertaking works on the Parnkalla Trail.
- Included within the future works program, a path on Bay View Road and along Augusta St (west side) to link to existing Seaview Ave footpath
- Minor spelling and grammatical errors.



Project Name : Draft Walking and Cycling Strategy Consultation Report

Submission Summary
4 September 2025 – 26 September 2025

Report generated on 26 September 2025

Project Overview

HELP US, HELP YOU, WANDER, WALK OR WHEEL IN PORT LINCOLN

The City of Port Lincoln is developing a long-term strategy to enhance and expand walking, cycling, and wheeled transport infrastructure, promoting safe, accessible, and interconnected pathways for residents and visitors. This Walking and Cycling Strategy will shape the future of active transportation, creating a more connected and vibrant community.

The Draft Strategy has now been developed based on community and stakeholder input and is ready for further community consultation. Comments were invited from Thursday, 4 September to 10am on Friday, 26 September 2025.

Community engagement has played a key role in shaping the draft. An initial survey was open from Tuesday 11 March to 4pm on Friday 4 April 2025, aiming to capture the community's views on existing issues, infrastructure gaps, and future opportunities.

In addition to the survey, participants could interact with an online map to provide location-specific feedback, offering valuable insights to the project team.

Two Pop-Up Information Sessions were held on Monday 24 March and Tuesday 25 March, along with two Group Walks on 24 March, providing further opportunities for people to share their ideas and experiences.

The feedback received during this first phase of consultation has been instrumental in developing the Draft Strategy. Council invited the community to review the draft and provide further feedback before the Strategy is finalised and presented to Council for adoption in October 2025.

The Draft Port Lincoln Walking and Cycling Strategy 2025-2030 is available to review in the Key Documents section. Hardcopies were also available at the Council Office and Port Lincoln Library.

Draft Walking and Cycling Strategy Submission Summary

Number of Submissions : 35

Respondent	Subject	Description	Attachments
1	Absence of Footpath from Bay View Road area to existing path.	There is no consideration to our road or indeed area for the provision of footpaths. We also have no street trees. It is a longer but pleasant walk and cycle when footpaths can be used. The dangers to both pedestrians and cyclists are reduced and the likelihood of taking the opportunity to walk to town would be increased if connecting paths were provided to the community. We pay high council rates in our area but have less facilities provided.	-
	Reserve pathway	I did not see any provision for a walking trail that would run through the reserve between blacker Court and Bay View Road. It is a well utilised reserve but its use to the community would be improved by the construction of a connecting pathway and trail. If it is not feasible in this development could it be considered in the next?	-
2	Walking and Cycling Strategy	Please see attached document	Refer Attachment 1
3	Enhancements to Parnkalla Trail Submission	Enhancements to the Parnkalla trail With regard to No.4 district which I understand is between the front of Queen Street/Petrol wharf and Mundy's Mooring – Pedestrian access only. I would appreciate it if it was widened to a two lane Pedestrian/Bike sealed path as it is very rough to walk on with semi-submerged rocks and tree roots on the surface and in the Winter, puddles. It is also eroded from foot traffic to a	-

Respondent	Subject	Description	Attachments
		one lane in the centre “goat track” at the Snapper Rock area, making it difficult for two people to walk side by side. There is also no provision for bikes which often traverse the trail. Particularly by Tourists coming from the Caravan Park. I realise this means some native foliage will have to be cleared but I believe it will be to the greater good. I walk the Parnkalla trail with a companion and dog three times a week. Future Walking Trail along the Railway Line. I think if the Railway Line remains unused, a future long term project could be to have a walking /cycle trail along the side. I hope the Council can receive Government Funding to help pay for these projects.	
4	Feedback invited on Draft Port Lincoln Walking and Cycling Strategy 2026-2036	Thank you for your email. Hoping the council upgrade/provide a wider/safer walking path for everyone from the Port Lincoln foreshore all along the highway to the axel boat ramp. The current trail is unstable and dangerous for everyone why I don't use it myself/or with our children. I know this is something the council have been wanting to do for awhile.. fingers crossed it happens soon! 🙏 So many positives to this from locals to tourists, cruise people, would make a fantastic walking trail in and out of our beautiful town.	-

Respondent	Subject	Description	Attachments
5	Comments Draft walking and cycling strategy	Attached are the comments submitted on behalf of [REDACTED].	Refer Attachment 2
6	Comments Draft walking and cycling strategy	Please see attached, my comments on the draft strategy.	Refer Attachment 3
7	Feedback invited on Draft Port Lincoln Walking and Cycling Strategy 2026-2036	Thank you for the link to the draft plan. It is a good plan with a relevant list of opportunities and well-defined priorities. I am pleased that my input to one of the stakeholder meetings, along with my feedback to a member of the reference group, has been addressed in this draft plan.	-
8	Submission - Draft Port Lincoln Walking and Cycling Strategy 2026-2036	Dear Council, I live on the northern side of town on [REDACTED], currently there are no adequate and safe walking/cycling trails along the foreshore leading into town especially for children, mothers with prams and children on bikes. For years now, I like many others in Port Lincoln will drive out to North Shields old road to exercise. When my children were small it was where I would take them to ride their bikes safely while I had a child in the pram. At the moment there is a designated bicycle lane along Lincoln highway which is not often utilised due to feeling exposed to cars and trucks. On the opposite side of the highway there is a guard rail with a narrow gravel path running along an extremely steep embankment, it is so narrow that you can only walk single file. One day my husband and I stopped to help an elderly gentleman in a wheel chair stuck between the rail and edge of the steep embankment. The only	-

Respondent	Subject	Description	Attachments
		option was for him to be wheeled out backwards by my husband as there was no room to turn around. If there was a user friendly trail it would promote a healthy lifestyle by encouraging the community, especially families to exercise. It would also drawer people into town, encourage physical activity, providing accessible, low impact exercise opportunities in a natural setting. It would improve mental health and stress relief. A trail would separate walkers and cyclists from traffic, reducing the risks of accidents and give the population a safe accessible route for families, children and older adults. This is something that I see in many other towns, but unfortunately not ours. Through the summer months we often have cruise liners stopping in town, could you imagine tourists and residents being able to use a trail from the wharf to Stenos Slipway! Years ago there was a plan to build a trail from Stenos Slipway into town, one usable safe trail for all to use. Walkers, joggers, skaters, cyclists, mothers with children and prams, children riding bikes to school. This would connect people from Rustlers Gully right through to town, unfortunately twenty years have passed and there still has been no action.	
9	Submission - Draft Port Lincoln Walking and Cycling Strategy 2026-2036	I am writing to say that the pristine beautiful Parnkalla Walking Trail should be preserved for walking. Please do not seal this trail. I use it often and meet so many other pedestrians with friends, partners, children, dogs and prams. I encounter many runners using the trail for exercise. Plenty of solo walkers too, happily engaging with nature and enjoying the beauty of nature. To seal the area between the Fuel wharf and Mundy's Landing would mean the end of walking safely for hundreds. It is unique, with rare vegetation including endangered orchids, useful plants, many birds and reptiles. The happiness, health and well being this provides to various demographics would be lost as it is not a trail suitable for sharing with cyclists. Should the trail be sealed, and designated dual	-

Respondent	Subject	Description	Attachments
		purpose so that cyclists share, hundreds of people who walk on this trail would simply stop coming. It would no longer be safe for jogging, walking the dog and taking children for a walk. Is that what we want? There are alternative routes through Kirton Point where cyclists could have a cycling path on the side of street and road. For example Hindmarsh St where there is still be a beautiful view. Longer cycling tracks could be created for cyclists, away from the coastal path which is tranquil safe and something to be proud of as it is. A possible collaboration with Lower Eyre District Council could provide an opportunity for long cycling paths.	
10	Bike and Walking trails	Would love to see better pathway installed as a bigger project from Axle Stenross back to the Lincoln hotel. It would be a dream to have pathway over water from Lincoln hotel to Lamani Infront of houses. From Lamani to Stenross is a real concern at the moment for 2 way foot and bike traffic. When riding bike or walking/jogging you near fall off navigating timber guard rail and power poles. You actually need to dismount and move onto road when pram or elderly on path. Bike lane on highway isn't safe for young riders and to be honest I don't use as trucks/traffic near wipe you out. Better solution would be to have a counter leaning path hanging out over the cliff.	-
11	Draft Port Lincoln Walking and Cycling Strategy 2026-2036	While generally agreeing with most of the recommendations in the draft strategy, there are 2 areas that I am particularly interested in. Sections 8, 9 and 10 of the Parnkalla Trail need to be defined, marked and upgraded to make them suitable for shared use.	-

Respondent	Subject	Description	Attachments
		Section 8, connecting Billy Light Point to Greyhound Road is currently non-existent, and a route needs to be identified and preserved before further development in this area compromises access for a suitable trail. Section 9 along the old BHP tramline needs major work to remove or cover the coarse ballast to make it suitable for walking and cycling. At this stage, Greyhound Road provides a more realistic option for a trail route between Murray Point and the Proper Bay Road. Section 10 running alongside Proper Bay Road to the southern boundary of Port Lincoln City Council is a mess of vehicle tracks and stormwater outflow channels, so needs alignment and upgrading, and protection from vehicle access to be useful as a shared use walking/cycling trail. The establishment of a shared use trail along the Viterro rail corridor would provide an excellent route between the CBD to connect to the Marina area, the Lincoln South residential area, and to the Parnkalla Trail to go to Tulka and Lincoln National Park.	
12	Written Submission	Please find my written submission in PDF attachment.	Refer Attachment 4
13	Draft Walking and Cycling Strategy comments	Attached submission for your consideration.	Refer Attachment 5
14	Draft Walking & Cycling Strategy	In regard to the Draft Capital Works Program I would like to question the need for and the priority given to item number 6 - Malcolm Ct & Marine Ave. As this is a link path for Lincoln Grove residents, via their private access gate, to Danny Thorpe Reserve it will be of virtually no benefit to the wider area. It has to be asked how many of those residents would actually even use it. Having worked at Lincoln Grove for a number of years and still being familiar with a	-

Respondent	Subject	Description	Attachments
		large number of the residents I suggest it will be a small percentage. Of those that do walk regularly many drive to the foreshore to walk as flat paved paths is what they need. As an alternative to item 6, item 11- Freeman Ave could be brought forward as this would give the whole Marine Ave area along with any of the more active Lincoln Grove residents a link to green space (The Heritage Trail).	
15	Walking and Cycling Strategy	hello, since living in port lincoln i have noticed that there are not many footpaths i am either walking on the road or on a dirt path. hope you can do something about this thank you for reading.	-
16	Walking and Cycling Strategy	Hello Having looked at the proposed Walking and Cycling Strategy, I believe that we need better paths or more because if you would want to bike anyway there is lots of cracks that could be dangerous. Thank you for reading.	-
17	Walking & Cycling Strategy	good idea	-
18	Walking & Cycling Strategy	Good morning, I would like to talk about the Walking and Cycling Strategy. I believe the strategy is important for improving transport options for people with disabilities. During our walking tour of Port Lincoln, I noticed that many of the roads are on an incline. As a result, people in wheelchairs had difficulty using the footpaths and, in some cases, got stuck on the road. In conclusion, the condition and design of footpaths should be considered carefully to make the city more accessible for everyone.	-

Respondent	Subject	Description	Attachments
19	Walking & Cycling Strategy	Having looked at the proposed walking & cycling strategy, I believe that making the walking paths more accessible is important because some of the paths are very hard to use if you are in a wheelchair. When we did our walking tour of Port Lincoln, I noticed that there are signs in the middle of some of the paths, which are accessibility problems.	-
20	Walking & Cycling Strategy	Good morning, Having had a look at the walking and cycling strategy I agree that these trials need to be better because we did a walking tour of Port Lincoln with wheelchairs and I noticed that there was lots of people and I see some homeless people they got lots of space in port Lincoln, but they need to make more houses.	-
21	Walking and Cycling Strategy	when I was walking around port Lincoln I noticed that some of the pathways where damaged or uneven. This makes it a lot harder for un abled people to get around easily.	-
22	Walking & Cycling Strategy	good morning I'm writing because I have saw that the walking paths and accessibility for people with disabilities are minimal in Port Lincoln but did like that some parts in the front street playground are wheelchair accessible for example the trampoline. but we need more to make port Lincoln comfortable and accessible.	-
23	Walking & Cycling Strategy	more paths.	-

Respondent	Subject	Description	Attachments
24	Livability feedback	My name is [REDACTED], and I am in year 7 at Port Lincoln high school. We have been learning about liveability in HASS and we went on an excursion to the front streets last week to look at accessibility and liveability. Positive, the beach was clean Change, the paths for walking/riding.	-
25	Walking and Cycling Strategy	good morning after I have thought about the proposed walking and cycling strategy, I feel that this would make a great change in Port Lincoln helping with the accessibility centering when I did the accessibility walk around port Lincoln I learned how it would feel to be in someone else's shoes and how I struggled to go up hills and some foot paths and imagined if I had to live like that every day.	-
26	Walking and Cycling Strategies	good morning I went on a walk around Port Lincoln with my school Port Lincoln High School and we did it in wheelchairs and we found that the rode adl place there is a pathway that you can't get over with a wheelchair and I think that is a problem and also I think we need more bike lanes, and we need to make the footpaths wider so it is better for wheelchairs.	-
27	liveability feedback	My name is [REDACTED] and I am in year 7 at PLHS we have been learning about livability in Hass, and my friends went on an excursion to the front street last week to look at accessibility and livability. Playground sidewalk: decently useable for disabled and non-disabled people. The condition is ok for the most part. As for how it could be improved, it could be smoother for easier accessibility for the disabled.	-

Respondent	Subject	Description	Attachments
28	Liveability	My name is [REDACTED], and I am in year 7 at Port Lincoln High school. We have been learning about livability in HASS, and we went on an excursion to the front street last week to look at accessibility and livability. One thing that is good about Port Lincoln paths is that there are a lot of them. One thing that needs to be improved for the paths is the uneven surfaces presented on them which may cause people to slip or fall and made it difficult for the wheelchair users.	-
28	livability/feedback	My name is [REDACTED], and I am in year 7 at Port Lincoln High School. We have been learning about livability in HASS, and we went on an excursion to the front street last week to look at accessibility and liveability. There are lots of paths in Port Lincoln. One thing I would change is to make paths more wheelchair accessible.	-
30	liveability	My name is [REDACTED], and I am in year 7 at Port Lincoln High School. We have been learning about liveability in HASS, and we went on an excursion to the front street last week to look at accessibility and liveability. The thing I wanted to state about Port Lincoln accessibility is that the footpaths are decent but there is not many of them. The negative thing I wanted to say is that the roads have a lot of down hill spots so if a person in a wheelchair tries to cross the road, they will have a high chance of going onto the road which is dangerous. We struggled to cross some of the roads safely in the wheel chairs.	-

Respondent	Subject	Description	Attachments
31	Liveability feedback	My name is [REDACTED], and I am in year 7 at Port Lincoln High School. We have been learning about livability in HASS, and we went on an excursion to the front street last week to look at accessibly and livability. The positive thing about Port Lincoln that they are ramps for people in wheelchair but the change I would make is that I would make More ramps for wheelchair	-
32	Liveability Feedback	My name is [REDACTED], and I am in year 7 at Port Lincon High School. We have been learning about liveability in HASS. We went on an excursion to the front street last week to look at accessibility and liveability. What is good about Port Lincoln: • We have a good number of paths. • There were lots of dogs in that are friendly and love pats. • It is a friendly place and lots of people know each other. What would you change about Port Lincoln: • More wheelchair friendly paths. • More side paths. Improved side paths for better safety.	-
33	Liveability Feedback	My name is [REDACTED], and I am in year 7 in Port Lincoln High School. We have been learning about liveability in HASS. We went on an excursion to the front street last week to look at accessibility and liveability.	-

Respondent	Subject	Description	Attachments
		A positive about Port Lincoln is that there are lots of places you can visit such as Glen Forrest, shops, and restaurants. A negative about Port Lincoln is that it needs more ramps at stores for better wheelchair accessibility.	
34	Livability feedback	Goods and bads about Port Lincoln My name is [REDACTED], and I am in year 7 in Port Lincon high school. We have been learning about liveability in HASS, and we went on an excursion to the front street last week to look at accessibility and liveability. A positive about Port Lincoln is the playground is a new construction and in good quality. A negative about Port Lincoln is that the foot paths are too skinny for multiple people and wheelchair users.	-
35	Walking and cycling strategy	Thank you for the opportunity to comment on the very comprehensive proposed Walking and Cycling Network. My concerns relate to the Parnkalla Coastal Trail. This walking trial between the Wharf and Mundy's Landing currently provides a peaceful nature walk that is used and appreciated by many people of various ages. It is a sanctuary for those who appreciate the natural beauty..the wild orchids, the birds and the closeness to the sea. As already acknowledged in the Strategy, it is good for both physical and mental health. People currently using the trail, can walk at their leisure or what suits their situation. The addition/combination of a cycling trail will change the whole dynamics of the trial and those walking will need to be constantly aware of bike riders approaching and safety issues..especially for older people who may not be able to hear bikers approaching or move quickly. Families with	-

Respondent	Subject	Description	Attachments
		children and older people will also find it less appealing and safe. The opportunity to appreciate nature and the peacefulness of taking a quiet walk for good mental health should not be underestimated. Some widening of the current trail in places would be of benefit and could encourage more walkers. A few more seats along the track would be good as well..especially for older people. An alternative suggestion to encourage and support bike riders to enjoy that part of the coast could be to add a bike track to the side of the road that runs parallel to that part of the coast ie..Hindmarsh St, Bentham Pl and Adelphi Tce,. That road is wide enough to add a bike track on both sides or at least the coast side.	

[REDACTED]
Port Lincoln 5606
[REDACTED]

9.9.25

Dear Port Lincoln Council,

RE: Port Lincoln Walking and Cycling Strategy

Thank you for the opportunity to contribute my ideas to the development of this strategy. I have read the document on the website and agree that there is much to be done to improve facilities for the community to get out and about more often and more safely.

I would like to make a number of points.

1. Regarding the Parnkalla Trail at Kirton Point. Please DON'T upgrade the trail for dual use (cycling and walking). It is a well used and much loved walking trail at the moment. You can see people walking there at all times, locals and tourists from the Caravan Park. It is relaxing and relatively safe for the various ages and abilities of users. It is also used for dog walking, and I can state from experience that having a dog on a leash at the same time as a bicycle comes speeding along is unsafe and scary. Would it be possible to have a dedicated bicycle lane that goes along Hindmarsh Street and Victoria Crescent towards town instead? There would still be good views for cyclists and those roads are not particularly busy. If you don't have bicycles on the Parnkalla Trail there would be little need to widen the path, and so the bush could be left alone. Also bicycle riders would not be encouraged to zoom through the caravan park where there are small children and elderly visitors accessing the beach.
2. I think it is a good idea to better link a bicycle route through town (might need to link along Oxford Tce in the CBD) to the Investigator Trail and so cooperate with Lower Eyre Council. This could be a tourist draw-card. If this would involve some remedial work along the old rubbish dump site / Greyhound Road (ie improved swampy habitat and preservation of native vegetation) I would be all for it.
3. I live in Lincoln South and I notice a lot of my community members walking and riding bicycles along the footpath (Verran Tce / Mortlock Tce) to get to town. These people don't appear to have private vehicles. Therefore, a shared path along the railway line could help the community.

Yours sincerely

[REDACTED]

Feedback from the [REDACTED] 16.09.25

1. The *Draft Port Lincoln walking and cycling strategy 2026-2036* is a thoughtful document, well set out and eminently readable.
2. Unfortunately, it appears that the consultants have not digested or even read Easson, L & Tilsner, M, 2018-2023, *History of the Parnkalla Walking Trail*, Friends of the Parnkalla Walking Trail, Port Lincoln. A hard copy of this document is in each of the mayor's office and the Port Lincoln library. Should the consultants require an electronic version, it should be possible to supply one and they should contact Dr Sonia Tidemann [REDACTED].

At each previous proposal to widen and seal the Trail, response to surveys undertaken by the Port Lincoln Times, have shown 75% of the community wish the Trail to remain as it is, a walking trail with a more natural surface similar to that existing.

Referring to the 2001 study undertaken, both the CEO of Bike South (Transport SA), and their consultant, resolved that the concept was not practicable, mainly because Australian Engineering & Safety Standards could not be met without the removal of huge amounts of natural vegetation and prohibitive costs.

Whilst it may be practicable to consider other parts of the trail for shared use, for example the Murray's Point area, we believe it is not desirable, practicable or economically viable for the section between Shelly Beach and Mundy's Mooring, to be considered for any use other than its current use as a Walking Trail.

3. Page 3 is correct in its 'walking the Parnkalla Trail'. The original philosophy that led to the establishment of the Trail remains unchanged. We have no argument with the section title 'Enable connection with nature and the land' but how this is achieved must be informed by the historical requirements and Council agreement regarding the establishment and utilisation of the Parnkalla Walking Trail. See concessions below.
4. Page 5. 'Reactive maintenance is undertaken...' The Port Lincoln City Council is currently very approachable and responsive to needed Trail maintenance where it is likely to be unsafe if maintenance is not carried out.
5. Page 6, 7 and 25. 'Pedestrian access only' does not make sense. If it is meant to refer to the section along the beach, there is no reason why wide-tired wheel chairs could not proceed along the beach except when there may be occasional exceptionally high tides. 'Pedestrian access only', however, should apply to the whole of the Parnkalla Walking Trail that passes through/along natural scrubland.
6. Pages 6 and 7. Why have the consultants written 'Parnkalla Trail' when it has been known since its inception as the 'Parnkalla Walking Trail' [and has correctly been labelled on page 25]. The consultants (as well as Port Lincoln City Council staff and Councillors) again appear to be unfamiliar with the history (see

document cited above) or are deliberately leaving out the word 'walking' because of a possibly preconceived plan that this should not remain a walking trail as was approved from the time of its inception and support of the Port Lincoln Council.

7. Page 11. We agree with a lack of consistent route navigation along parts of the Trail and have approached Port Lincoln City Council in the past to attempt to rectify this, for example, from Mundy's Mooring proceeding in a (roughly) southerly direction.
8. Page 11. We fully support the utilisation of the old rail corridors as cycle tracks along the line of the very successfully established Riesling Trail. It may not lead to wineries or historic houses that can be visited along the way but could lead to successful entrepreneurial ventures by suitably innovative individuals.
9. Page 11. 'Delivering planning initiatives' should not include the demise of the Parnkalla Walking Trail from its original inception.
10. Page 18. There is unlikely to be opposition to establishing the part of the Trail as that is, as yet, not established on Murray's Point providing an extensive EIS is carried out to ensure that no vulnerable/endangered vegetation would be affected. A sealed, multi-user path would benefit the community with its diverse needs. There would, however, be serious opposition to cycling links being established on Billy Lights Point.

We do support the establishment of 'continuous' cycling paths, unlike the current set up and improved signage for walkers along the Parnkalla Walking Trail.

There would be ample space somewhere on Murray's Point (or elsewhere) for Mountain Bike facilities. We are appalled that individuals have cut trails through the vegetation to allow mountain bikers (or similar) to proceed from Hindmarsh Drive to the Parnkalla Walking Trail. They have done this with impunity and the Port Lincoln City Council should block these off and reinforce the message, and extend the signage, that there is a financial penalty for destroying native vegetation.

11. Page 19. 'Key improvements' must not contravene the original purpose of the Parnkalla Walking Trail that traverses the natural vegetation as far as Billy Light Peninsula and which is currently unsealed and is a walking trail. We support, in principle, the key themes but not at the expense of losing or modifying any part of the existing Parnkalla Walking Trail that passes through any native vegetation or along any beach.
12. We support, the ideas expressed on pages 20 and 21 but again, not at the expense or any modification of the width of the unsealed paths along the current Parnkalla Walking Trail that passes through, or along, native vegetation.

13. Page 23. The 'upgrade of the Parnkalla Trail' is not sufficiently well defined. We do not support the widening or sealing of any part of the Parnkalla Walking Trail that passes along or through native vegetation or along any beach. We do, however, support the idea of an extension of the Parnkalla Walking Trail that may be multi-purpose on Murray's Point.
14. Page 25. The map needs extensive modification. The map shows 'Parnkalla Walking Trail' (correctly referred to, at last) being modified to become a shared path. This is not supported nor should even be entertained between Shelley Beach and Mundy's Mooring. It could, however, be extended from Shelley Beach, to the wharf, around Boston Bay and northwards. Again, the 'pedestrian access only' label is nonsensical.
15. As a minimum, 'Opportunities for Council' 26, 28-30 must not be implemented or even entertained before there is extensive consultation with all members of the Friends of Parnkalla Walking Trail and decision makers on the Port Lincoln City Council staff and all Councillors become familiar with the document cited above on the history of the Parnkalla Walking Trail. This lack of familiarity is a serious short-coming of this strategy document.



Feedback on the Draft walking and cycling strategy 16.09.25_ [REDACTED]

1. Presentation of the document

The *Draft Port Lincoln walking and cycling strategy 2026-2036* is a thoughtful document, well set out and eminently readable.

2. Background preparation of consultants

Unfortunately, it appears that the consultants have not digested or even read Easson, L & Tilsner, M, 2018-2023, *History of the Parnkalla Walking Trail*, Friends of the Parnkalla Walking Trail, Port Lincoln. A hard copy of this document is in each of the mayor's office and the Port Lincoln library. Should the consultants require an electronic version, it should be possible to supply one and they should contact Dr Sonia Tidemann [REDACTED].

At each previous proposal to widen and seal the Trail, response to surveys undertaken by the Port Lincoln Times, have shown 75% of the community wish the Trail to remain as it is, a walking trail with a more natural surface similar to that existing.

Referring to the 2001 study undertaken, both the CEO of Bike South (Transport SA), and their consultant, resolved that the concept was not practicable, mainly because Australian Engineering & Safety Standards could not be met without the removal of huge amounts of natural vegetation and prohibitive costs.

Whilst it may be practicable to consider other parts of the trail for shared use, for example the Murray's Point area, it is not desirable, practicable or economically viable for the section between Shelly Beach and Mundy's Mooring, to be considered for any use other than its current use as a Walking Trail.

Page 3 is correct in its 'walking the Parnkalla Trail'. The original philosophy that led to the establishment of the Trail remains unchanged. The achievement of the section on 'Enable connection with nature and the land' must be informed by the historical requirements and Council agreement regarding the establishment and utilisation of the Parnkalla Walking Trail.

3. Current commitment by PLCC to the Trail

Page 5. 'Reactive maintenance is undertaken...' Since I have been involved with the Trail, the Port Lincoln City Council has been very approachable and responsive to needed Trail maintenance where it is likely to be unsafe if maintenance is not carried out. PLCC has also taken into account in its forward planning and budgeting to address issues related to the Trail.

4. Positive points of the draft strategy

- i) Page 11. I agree with a lack of consistent route navigation along parts of the Trail especially from Mundy's Mooring proceeding in a (roughly) southerly direction.
- i) Page 11. As a cyclist who has cycled the Riesling Trail, I fully support the utilisation of the old rail corridors as cycle tracks along the line of the very successfully established Riesling Trail. It may not lead to wineries or historic houses that can be visited along the way but could lead to successful entrepreneurial ventures by suitably innovative individuals.
- ii) Page 18. There is unlikely to be opposition to establishing the part of the Trail as that is, as yet, not established on Murray's Point providing an extensive EIS is carried out to ensure that no vulnerable/endangered vegetation would be affected. A sealed, multi-user path on Murray's Point would benefit the community with its diverse needs.
- iii) As a cyclist (aging at that) I strongly support the establishment of 'continuous' cycling paths. It is unnerving to come to a section of the road system where the cycle paths cease to exist.
- iv) In terms of recreational cycling, there is ample space somewhere on Murray's Point (or elsewhere) for Mountain Bike facilities. I am appalled that individuals have cut trails through the vegetation to allow mountain bikers (or similar) to proceed from Hindmarsh Drive to the Parnkalla Walking Trail. I strongly recommend that the Port Lincoln City Council block these off, reinforce the message, and extend the signage, that there is a financial penalty for destroying native vegetation.

5. Shortcomings of the strategy

- i) Page 11. 'Delivering planning initiatives' does not preserve the original inception of the Parnkalla Walking Trail.
- ii) Page 19. 'Key improvements' must not contravene the original purpose of the Parnkalla Walking Trail that traverses the natural vegetation as far as Billy Light Peninsula and which is currently unsealed and is a walking trail. I support, in principle, the key themes but not at the expense of losing or modifying any part of the existing Parnkalla Walking Trail that passes through any native vegetation or along any beach.
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- viii) I strongly oppose cycling links being established on Billy Lights Point.

6. Recommendation to consultants, Councillors and Port Lincoln City Council
As a minimum, 'Opportunities for Council' 26, 28-30 must not be implemented or even entertained before there is extensive consultation with all members of the Friends of Parnkalla Walking Trail and decision makers on the Port Lincoln City Council staff and all Councillors become familiar with the document cited above on the history of the Parnkalla Walking Trail. This lack of familiarity is a serious short-coming of this strategy document.



Dear Council,

I am writing to provide feedback on the Draft Walking and Cycling Strategy, both as a resident and business owner in Port Lincoln, and as a father of young children.

From my review, I note there is no proposal for new dedicated pedestrian crossings. Instead, the plan references pedestrian refuge islands. In practice, these islands present serious safety concerns: trucks and large vehicles frequently drive over them, as shown in the photos I have attached. If a vulnerable person; such as a child, elderly resident or a parent with a pram, were standing on one, they would be at significant risk of being struck.

The roundabouts in Port Lincoln have been designed with wide entries and exits to accommodate road trains. This allows vehicles to maintain high speeds but forces pedestrians to navigate wide carriageways with fast-moving traffic. For residents in the northern and north-eastern areas of town, these roundabouts are the only pedestrian access points to the CBD, making them unavoidable.

The crash data analysis in the draft notes “no obvious pattern.” However, I would suggest that 4 of the 10 recorded cyclist crashes occurring at roundabouts represents a clear trend and indicates these sites are unsafe for both cyclists and pedestrians.

I believe the strategy should include specific proposals for pedestrian crossings that prioritise people, not just vehicles. This would provide:

- Safe, designated routes for children to access the CBD.
- Protection for elderly residents from nearby retirement villages.
- A genuine alternative for families who might otherwise feel forced to drive short distances.

I recognise the importance of prioritising the efficient movement of road trains through Port Lincoln. However, pedestrian safety must also be considered. A balanced approach can ensure freight efficiency while creating designated, protected crossing points for vulnerable users.

If the Strategic Committee does not feel pedestrian crossings are appropriate, I would urge at minimum an education campaign in primary schools. Children should not be left to “work it out” at high-speed roundabouts, they deserve structured guidance on how to cross safely.

Finally, I would highlight that many in our community are not familiar with being pedestrians, as it is often easier to drive from shop to shop. This lack of pedestrian culture means there is little empathy or understanding for those walking. Any infrastructure that strengthens pedestrian safety will therefore be of great benefit to the whole community.

In summary, I strongly support the vision of the Walking and Cycling Strategy but urge the Council to explicitly include dedicated pedestrian crossings. Introducing these would improve safety, encourage active transport, and make our city more liveable for all.

Thank you for considering my submission.

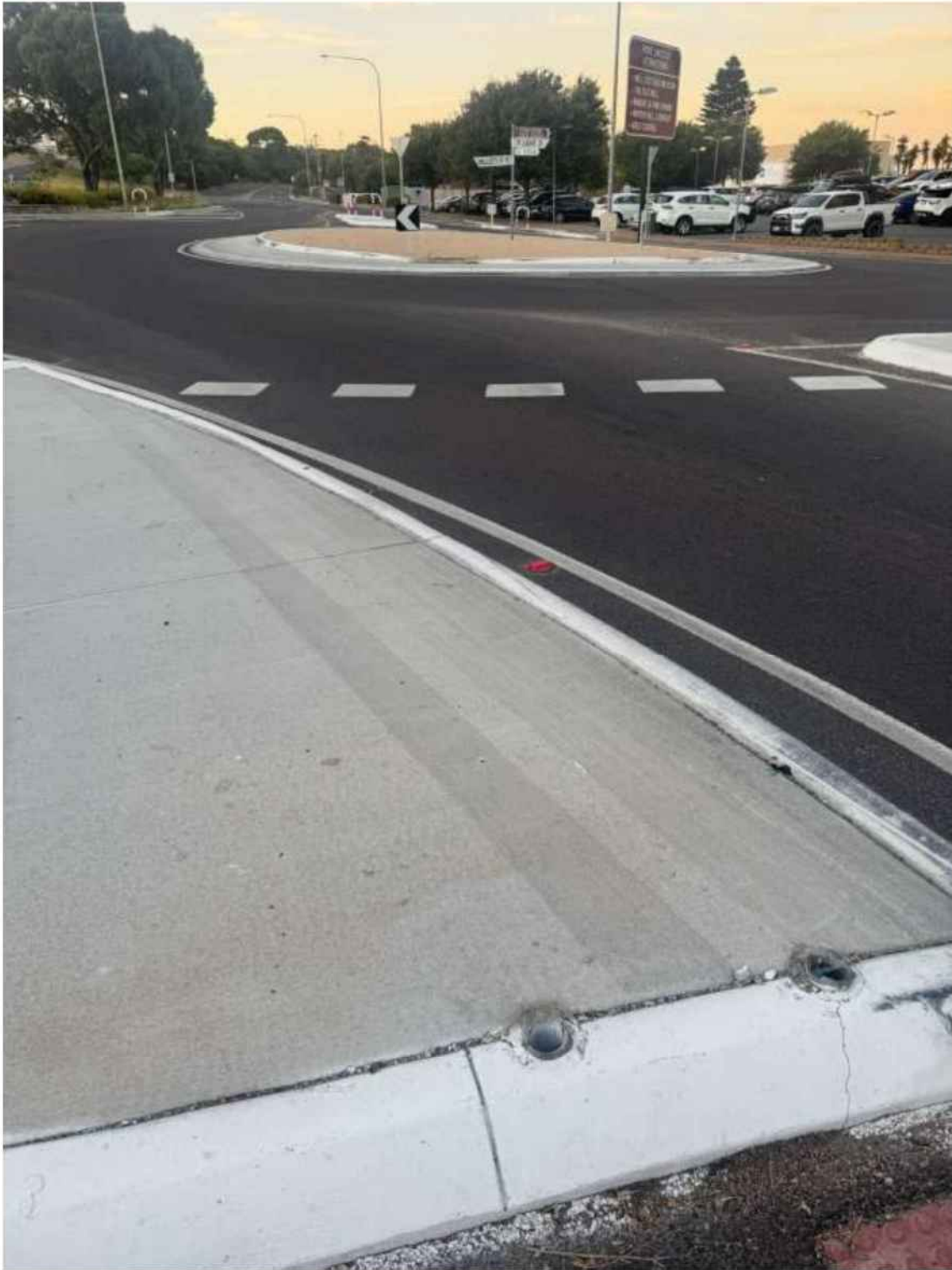
Yours sincerely,



Resident & Business Owner
Port Lincoln







DRAFT WALKING AND CYCLING STRATEGY 2026-2036

COMMENTS



These comments are premised on the two Actions described in the “Purpose” of the Draft Plan and are directed primarily at cycling because of the significant scope in Port Lincoln to change the attitude of ‘car first’.

General comments

The Draft Strategy covers most aspects reasonably well but there are a number of significant gaps. In delivering the Strategy, several further Actions are recommended.

- **Education** of vehicle road users about cyclist use of the road network. This must be an ongoing action. Why? From my own experience of a near-miss collision at the Blight Street roundabout where the driver failed to see me in high-visibility vest, was a sobering experience of riding a bike in the business area. The driver was inattentive and breached the road rules. From my other observations, bike use in the main business area is very low, perhaps because of the high risk from vehicular traffic presented to cyclists.
- Acknowledgement and prioritisation accordingly, of cycling and similar modes as **legitimate forms of personal transport**. The Draft Plan has not described this aspect well enough, if at all. If just 0.4% of employees cycle to work in Port Lincoln and 0.9% for SA in general (pg. 4), then it is clear there is very significant scope to change the patterns of behaviour for Port Lincoln residents and also for visitors. Port Lincoln is not bike-friendly because of the priority given to motor vehicle movement.
- Establish and maintain a **permanent community reference group** (CRG) for alternative transport systems. The CRG for the Draft Plan was a good start, but in delivering the strategy a permanent community group would be beneficial. Alternative transport systems include e-bikes, mopeds, rickshaws, and e-scooters, none of which were mentioned in the Draft Plan.
- Look beyond the limitations of council boundaries (see further comments later) to extend the opportunities for recreational biking.

Specific comments

- Pg. 2 Objectives would be strengthened by adding an emphasis on cycling as a preferred means of transport for non-recreational purposes by a sector of the community.
- Pg. 3 Seven reasons are described for “wander, walk or wheel”. An eighth reason is recommended - “Preferred mode of transport”
- Pg. 5 The provision of **recurrent expenditure** would support pro-active rather than re-active objectives. It is noted there are gaps in the Draft Capital Works Program, and of course this is only about physical improvements. Other equally important factors involve non-physical structures.

Recreational biking is important but the Draft Plan seems to have little focus on cycling as a legitimate form of personal transportation instead of using the motor vehicle.

This submission supports **annual budgetary allocations** for non-capital works such as road user education, safety, promotion of cycling (both transport and recreational), significantly increasing the use of bikes and other similar modes as legitimate forms of personal transport.

- Pg. 11 “Challenges” and existing conditions also include - termination of established bikeways without signage, diversion of cyclists from bikeways on to roads and footpaths, absence of signs and way-finding (e.g. Heritage Trail), absence of crossings on significant routes (e.g. Porter Street), poor separation of cyclists from other vehicular traffic (e.g. Lincoln Highway), insufficient bike racks and locking facilities (e.g. business area and the retail precinct on Verran Terrace), constant community education and awareness. All these aspects should be addressed in the proposed 10-year Plan.

In terms of bike lock facilities, there is only one reference, and that is in the side note on the map on pg. 6.

In terms of schools, there is very little attention devoted to biking as a means of transport for students. There is no mention about the potential and opportunities for changed behaviours amongst school students, particularly those in high school. And there is no priority about educating students accordingly, and to make biking to school “cool”. Imagine what the outcomes would be if there were safe passages for biking to and from schools, and the concomitant reduction of vehicular traffic and congestion around school precincts. This is the big challenge, so why should it not be included in the Strategy?

- Pg 12 The map side-note describes bicycle accident statistics 2019-2023. As a victim of a near-miss because of a driver’s inattention, I suspect there would be many such events that are not recorded. Statistics of near-misses would yield a much more accurate picture of the relationship and risks between cyclists and other road users. Collecting and analysing such statistics could be the role of a CRG.

- Pg. 25 “Proposed Walking and Cycling Network” map and other matters.

Regarding wider recreational biking, this map and the ‘Draft Annual Capital Works Program’ and the ‘Opportunities for Council’ are all constrained and are examples of being limited by the city council boundary. In my view, a number of Council’s critical strategic planning statements are all constrained by the boundary issue, and it may not seem apparent at first sight, but the proposed Walking and Cycling Strategy falls into this domain.

Some of the best opportunities for biking and walking experiences lie well beyond the council boundary. I refer to my comments in May 2025 on the Master Plan.

Furthermore, in my submission in March 2025 on the Eyre and Western Regional Plan I described one of the best opportunities available for regional tourism development - rail biking. I have described this opportunity on a number occasions in the past but is not progressed. Port Lincoln could become the hub for rail biking across Eyre Peninsula. It could become an internationally acknowledged venture, but it requires imagination, belief, and energy.

Such were the deficiencies in the E&WRP that ideas such as this were not countenanced.

Thus, to re-create (vis-a-vis re-creational walking and biking), the vision for the Walking and Cycling Strategy should extend beyond the confines of 20th century boundaries - look outward. There is so much scope and many opportunities.

The only hint of outwardness is at Item 71 in Opportunities.

Other significant opportunities are constrained by land use zoning, and on this I refer to the Murray Point precinct. This locality has extraordinary scope for walking and biking but is very seriously impacted by the Deferred Urban Zone and the land holdings in the locality. The Map at pg. 25 did not countenance this opportunity. Thus, once again, planning decisions of the past have never examined the prospects of alternative uses of land in that locality, which ultimately would serve a much higher purpose by being preserved as the last remnant intact coastal bushland in Port Lincoln.

The Walking and Cycling Strategy could be pivotal to the retention of this unique and biodiverse land.

Conclusion

In my view there is much more that could have been included in the Draft Strategy than has been presented. Even within the existing council boundary there is significant scope to extend the recreational biking network but it has not been described.

Although the input of a CRG was apparently involved in the Draft Strategy, the views of the wider community were not comprehensively captured.

A Strategy for the next 10 years must not only think big but should also strive to become an important part of an overall transportation strategy that aligns with climate change strategies.





DRAFT PORT LINCOLN WALKING AND CYCLING STRATEGY

2026-2036



Prepared for:
City of Port Lincoln

Acknowledgement of Country

We acknowledge the Barngarla People, the Traditional Owners of the land on which the City of Port Lincoln rests and their continuing connection to land, sea, culture and community. We pay our respects to Elders past, present and emerging, and we extend that respect to all other Aboriginal and Torres Strait Islander peoples in our community.

REVISION	DESCRIPTION	AUTHOR(S)	REVIEWED	DATE
0	Draft for Consultation	ME	CD	June 2025
1	Final	ME	ME	October 2025

Prepared by the partnership team of Be Engineering and Jensen PLUS for the City of Port Lincoln



Introduction

The City of Port Lincoln is located on the lands of the Barngarla People and is a regional coastal city operating as the major service centre for the greater southern Eyre Peninsula in South Australia. The city is home to approximately 15,000 people and visited by more than 100,000 people each year.

The city features a revitalised Foreshore Precinct, CBD, commercial port, Lincoln Cove Marina, Aquatic Centre, a wharf utilised by commercial fishing fleets, and public boat ramps. The privately owned Eyre Peninsula Railway (now disused) forms a corridor from the port through to the city limits and beyond. The Parnkalla Trail borders the coastline connecting the wharf to the CBD and further into the bordering Lower Eyre Peninsula region, encompassing unique landscapes and coastal environments.

Purpose

This strategy has been developed to guide the City of Port Lincoln towards improving and expanding walking and cycling infrastructure while promoting safe, accessible and interconnected pathways for residents and visitors alike. Opportunities and proposed actions have been developed to support Council's Strategic Direction Plan 2025 - 2034 and its strategic actions, specifically:

- Action 5.1 – Develop and implement a Footpath and Cycling Strategy to improve walking and cycling options, including improving broader pedestrian and community access and,
- Action 5.2 - Deliver the actions identified in Council's Local Area Traffic Management Plan to improve pedestrian safety around schools.

Aim

The strategy is set over a 10 year period and aims to bring together goals and actions within existing strategic documents and combine new walking and cycling ideas to form an integrated plan with prioritised planning initiatives and a delivery program of infrastructure improvements for Council's capital works program. The plan aims to re-define service levels for walking and cycling infrastructure and detail appropriate design and accessibility guidelines for renewal, maintenance and upgrade works based on best practice.

The strategy aims to be inclusive and representative of the users within the community. The term 'Wheeling' has been adopted through the strategy to represent all forms of wheeled movement including bikes/ebikes, wheelchairs, scooters/escooters and mobility aids.

Development

Be Engineering Solutions in partnership with Jensen PLUS was engaged to develop the Walking and Cycling Strategy and facilitate the engagement process. The strategy contains an analysis and mapping of a range of information sources to define existing conditions, identify challenges as well as gaps and opportunities for walking and wheeling within the city.

A Community Reference Group (CRG), appointed by Council, supported development of the strategy along with extensive engagement in the form of surveys, an interactive map and meetings with key stakeholders and the wider community. The CRG included members from a range of backgrounds and a variety of experiences and interests in walking and wheeling activities, including representatives of local groups, the Friends of Parnkalla and the Peninsula Pedallers. The engagement has supported identifying key themes and values for the community which have informed draft planning initiatives and delivery actions as part of a draft priority program of projects for the next 10 years.

A monitoring and measurement plan has been developed to support Council, and the community monitor the implementation of the strategy.



GOAL 5

COMMUNITY ASSETS AND PLACEMAKING

We are a welcoming, liveable and accessible City

Our Key Focus Areas

- Community facilities and open spaces for recreation, leisure, health and wellbeing are appropriately maintained and are safe, inclusive and sustainable.
- Marine infrastructure is fit for purpose, maintained and developed to reflect community expectations and improve access and enjoyment of the coastal environment.
- Foreshore, CBD and Marina Precincts public realm activation is continued.
- Continued investment in sporting and community infrastructure through the leveraging of external grant funding to empower sporting groups to host regional competitions.
- Roads, footpaths, street lighting and transport infrastructure is safe and fit for purpose with a clear strategy for renewal and improvement.

Our Strategic Actions

- 5.1 Develop and implement a Footpath and Cycling Strategy to improve walking and cycling options, including improving broader pedestrian and community access.
- 5.2 Deliver the actions identified in Council's Local Area Traffic Management Plan to improve pedestrian safety around schools.
- 5.3 Continue to seek open spaces funding to allow for neighbourhood renewal projects in appropriate precincts of the city, including the CBD, Foreshore, Marina and others.
- 5.4 Continue to implement the Trails and Wayfinding Strategy to improve wayfinding throughout the City.
- 5.5 Develop a Strategy to extend and improve the Parnkalla Trail including options to extend to Aust.

Measuring Our Success

- Asset renewal ratio (roads, footpaths and open spaces).
- Total length of paths and trails.
- Progress of the Strategic Actions that support Community Assets and Placemaking.
- Completion of a Footpath and Trails Strategy.
- Total investment in sporting and community infrastructure and external grant funding obtained.

Stroms, Murray's Point, National Park, Investigator Trail and lighting options in partnership with landholders and neighbouring Councils.

5.6 Continue to implement and keep under review Council's Open Space Strategy to ensure open spaces, parks, gardens and sporting facilities meet the needs of the community.

5.7 Continue to invest in sporting and community facilities and leverage external grant funding.

5.8 Work in partnership with local sporting and community groups to host regional competitions.

5.9 Develop a Road Traffic Management Plan including shared and future alternative uses of rail and road corridors.

5.10 Develop a Marine Infrastructure and Facilities Strategy that guides investment and management of facilities such as boat ramps, fish-cleaning stations, jetties, swimming enclosures, community pontoons and other marine infrastructure.

5.11 Continue to advocate for improved regional transport infrastructure, including airports, patient travel, highways, and public transport.

5.12 Seek funding to develop an industrial road to service the fishing industry operating from Billy Lights Point.

CITY OF PORT LINCOLN



Vision

“Make it easier to Wander, Walk and Wheel in Port Lincoln”

Objectives

To realise the vision, the following objectives have been identified to support the plan:

- Improve walking and wheeling options including improving broader pedestrian and community access and connectivity.
- Develop/Implement an integrated footpath and bicycle lane priority strategy that identifies where key pedestrian/cyclist links need to be upgraded or developed to link services and land use.
- Focus streetscape improvements along routes to key public open space reserves.
- Continue to develop the Parnkalla Trail and expand its regional function.
- Support delivery of actions and priorities to increase walking and wheeling infrastructure within the network.
- Adopt universal best practice design principles.

Strategic Alignment

Council has a suite of existing strategic documents which cover a range of council functions. This strategy draws on the walking and cycling goals and actions contained in these documents to combine them into a single plan to support the vision for the future.

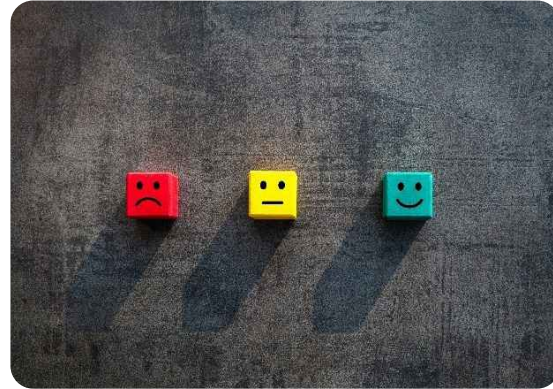


WHY WANDER, WALK OR WHEEL?

Whether it's wandering around the Foreshore, going for a jog, walking the Parnkalla Trail, wheeling to the park or riding to school, life's better when you're outside and being active. Walking and wheeling can directly contribute to a healthier community and can:

Improve our Physical Health

Port Lincoln recorded poor health status compared to Australia's average health conditions. Especially in lung related diseases (Asthma 9% and lung condition 2.2%), Arthritis (8.9%) heart disease (4.3%) and diabetes (5.5%)¹. These conditions can be reduced by walking and wheeling activities.



Grow Healthy Habits

Walking or Wheeling activities from a young age and as part of daily routines, riding to school for example, provides young people with exercise and builds positive attitudes towards being active. These trips support young people to learn about road safety and improve their community awareness. More of the school community walking or wheeling means less traffic and parking congestion.

Encourage the use of alternate forms of personal transport, Supporting a Flexible, Sustainable Lifestyle



Being active and choosing a sustainable alternative travel mode gives more freedom and accessibility to residences, services, workplaces and open spaces.

A car park is not a destination.

Walking or Wheeling are genuine forms of personal transport, accessible for all.

Improve our Fitness and Social Interaction

Port Lincoln has a range of different routes along flat terrain near the coast and steep hills for an extra challenge. Sealed trails and bush trails, with one-way paths or loops adding to variety. Social groups offer further opportunities for a chat along the way. The more active you are, the more you benefit.



Enable Connection with Nature and the Land



Port Lincoln has a diverse natural landscape including beaches, reserves and parks. Walking and wheeling access to and within these locations allows restoration and mindfulness and general wellbeing opportunities.

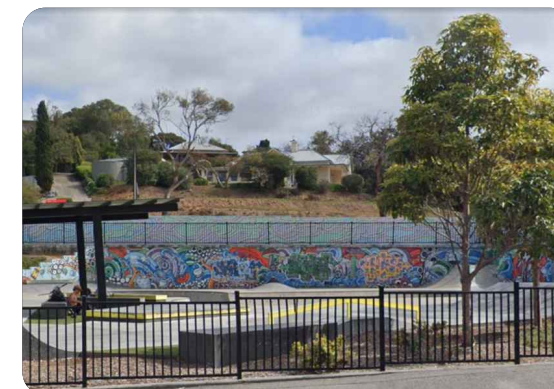
Improve Mental Health and Wellbeing

An estimated 17% of Port Lincoln residents have mental or behavioural issues² (SEPRPHP 2023-2028)

Walking and cycling as part of regular physical activity can improve our mood leading to better mental health³



Support Placemaking, Improve Liveability and Offer Cultural Experience



An active community increases street vibrancy and provides a sense of place,

Promoting street art, culture, heritage and visitor experience,

Supporting accessibility to services, open spaces and recreation for all mobility modes.

1 – Australian Bureau of Statistics 2021 Census Data

2 – Southern Eyre Peninsula Regional Public Health Plan (SEPRPHP) 2023-2028

3 – <https://walking.heartfoundation.org.au/benefits-of-walking>

THE PORT LINCOLN COMMUNITY

A Walking and Wheeling Snapshot

Data from the Australian Bureau of Statistics (2021) highlights the current walking and riding trends in relation to work trips¹.

Population	14,404 People
Population Workforce	58%
Median Age	41 Years
Drive to Work	78% (68% for South Australia)
Bike to Work	0.4% (0.9% for South Australia)
Walk to Work	3.0% (2.5% for South Australia)

As part of the South Australian Walking Strategy Action Plan, Preventive Health SA has prepared a walking profile as a snapshot of data on walking trends for adults in Port Lincoln, including the wider Eyre Peninsula region². The data is based on health survey responses.

The top 3 reasons respondents indicated they like to walk:

For physical health and wellbeing

To enjoy spending time outdoors

For mental health and wellbeing

The most common barrier to walking indicated by respondents:

Physical or mental health conditions

Supporting factors respondents felt would encourage walking:

Better Connected Walking Paths/Trails
Better Quality Walking Infrastructure

1- Australian Bureau of Statistics Australia's 2021 Census All persons QuickStats

<https://abs.gov.au/census/find-census-data/quickstats/2021/LGA46300>

2- A Walking Profile Prepared for SA Walking Interest Group Members by Preventative Health SA 2021

Existing Conditions

Council maintains a network of sealed roads and unsealed roads and tracks. All off road paths, kerbing and ramps on either Council roads or Department for Infrastructure and Transport (DIT) roads are maintained by Council. There are on-road bike lanes on some council roads and a section of on-road bike lane on the Flinders Highway (DIT).

Council undertakes routine maintenance and renewal of its footpath, ramp crossings and cycle lane assets in accordance with its Strategic Asset Management Plan. There is currently no annual allocation for new or upgraded paths or bicycle provisions as part of the capital works program.

The previous Parnkalla Trail Strategy carried an annual allocation and commitment of funding towards new/upgrade sections of the trail along with an annual maintenance commitment. There is currently no allocation for new or upgraded sections of the trail within the annual capital works budget. Reactive maintenance is undertaken to address unexpected asset deterioration to ensure safety for all users.

The previous footpath strategy supported an annual budget allocation for new footpath infrastructure as part of a Footpath Priority Upgrade Plan to meet the defined service levels as below:

“A 1.2m in situ concrete footpaths on at least one side of all roads throughout the City of Port Lincoln.”

This service level did not consider a road’s function nor its need for a footpath. Currently there is no annual allocation for new sections of footpath with the focus being on renewal work. Reactive maintenance is undertaken and customer requests for maintenance are managed efficiently.

The existing footpath service level and upgrade plan have been replaced in this strategy to support Council budgeting and delivering on upgrades that focus on enhancing existing routes, linking to its existing footpath network and connecting land uses to improve overall connectivity.



Sealed Road ~160km



Sealed Footpath ~81.6km



Shared Path Trail ~2km



Parnkalla Coastal Trail ~22km



Murrays Point Bush Path ~16km



On Road Bicycle Lanes ~10km

Existing Bicycle Lanes / Shared Paths



There are limited on road bicycle lanes within the city. They are signed to operate at different times restricting parking to prioritise cycling access. The lanes have historically been installed to support access to land use such as schools and open space. There is limited formal lockable bike parking at destinations.

Shared use paths at Eyre Park, Oxford Terrace and the Heritage Trail support high service level access to schools, open space and the CBD.

Aside from the BMX jump and skills track on St Andrews Terrace, all other recreational off-road mountain bike trails are informal such as the Fort Hell trails, and the Murrays Point trails.

Existing Footpaths, Crossings and Wayfinding

Existing Pedestrian Crossing

Existing Wayfinding Sign

Parkalla Trail

Existing Footpath

The existing footpath network varies in width and surface type. The majority of the inner CBD area is well established and connected in terms of footpath, with crossing facilities the main improvement needed.

Beyond the CBD, the footpath network is more limited with existing lengths and connections historically delivered to connect a route wherever possible. In the outer CBD and residential areas paths tend to switch sides of the road to avoid constraints and still provide a link.

Existing pedestrian crossings range from Pedestrian Activated Crossings (PAC), raised platform wombat crossings, school crossing (EMU or Koala), pedestrian refuges and ramp crossings.

Wayfinding signage is located at key driver decision points to direct drivers to open spaces, attractions and services.

There is no specific walking and wheeling wayfinding signage within the city except for along the Parkalla Trail which should be improved and upgraded.

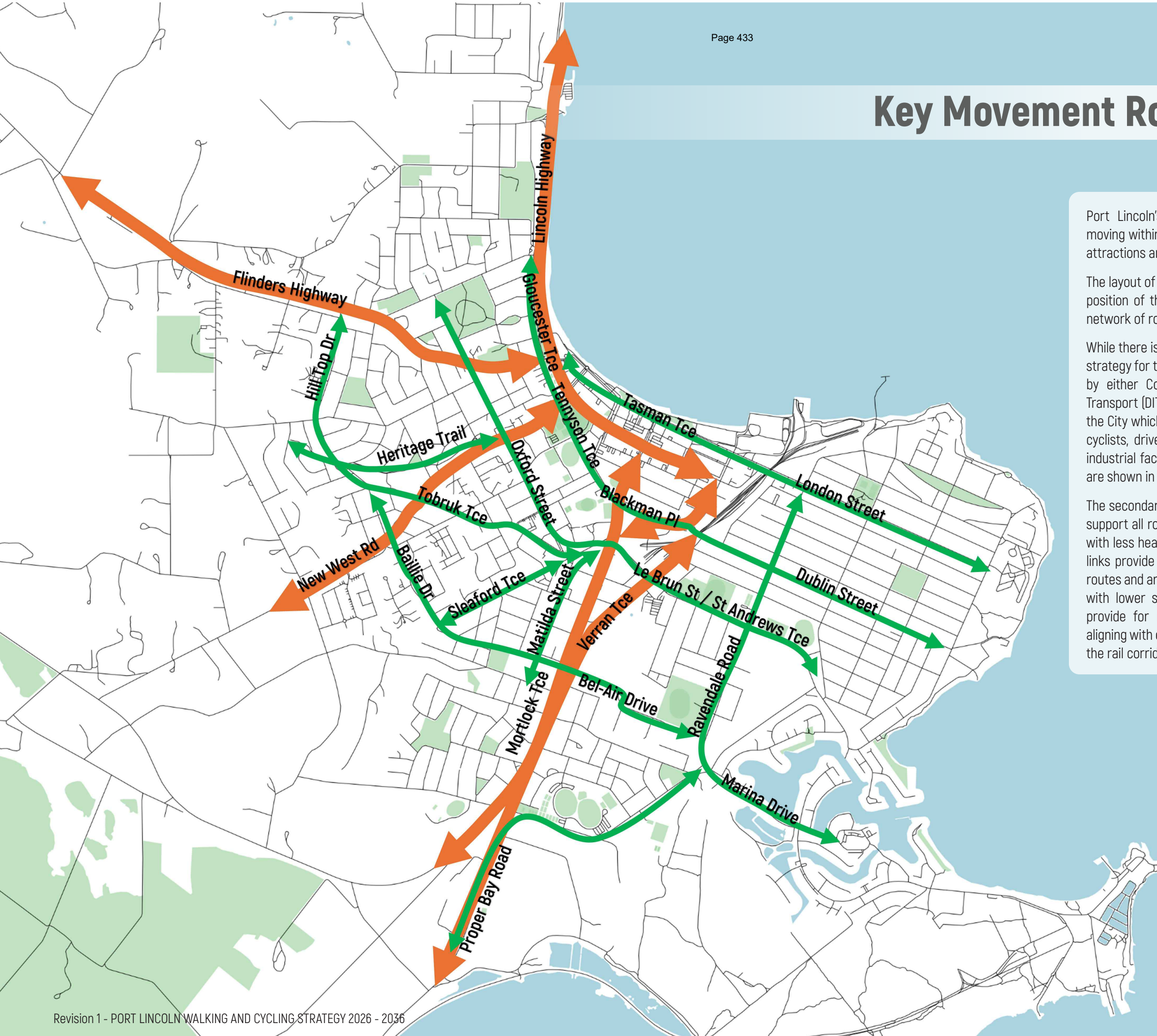
Key Movement Routes and Links

Port Lincoln's road and path network supports people moving within the city, to services, workplaces, open space, attractions and residences.

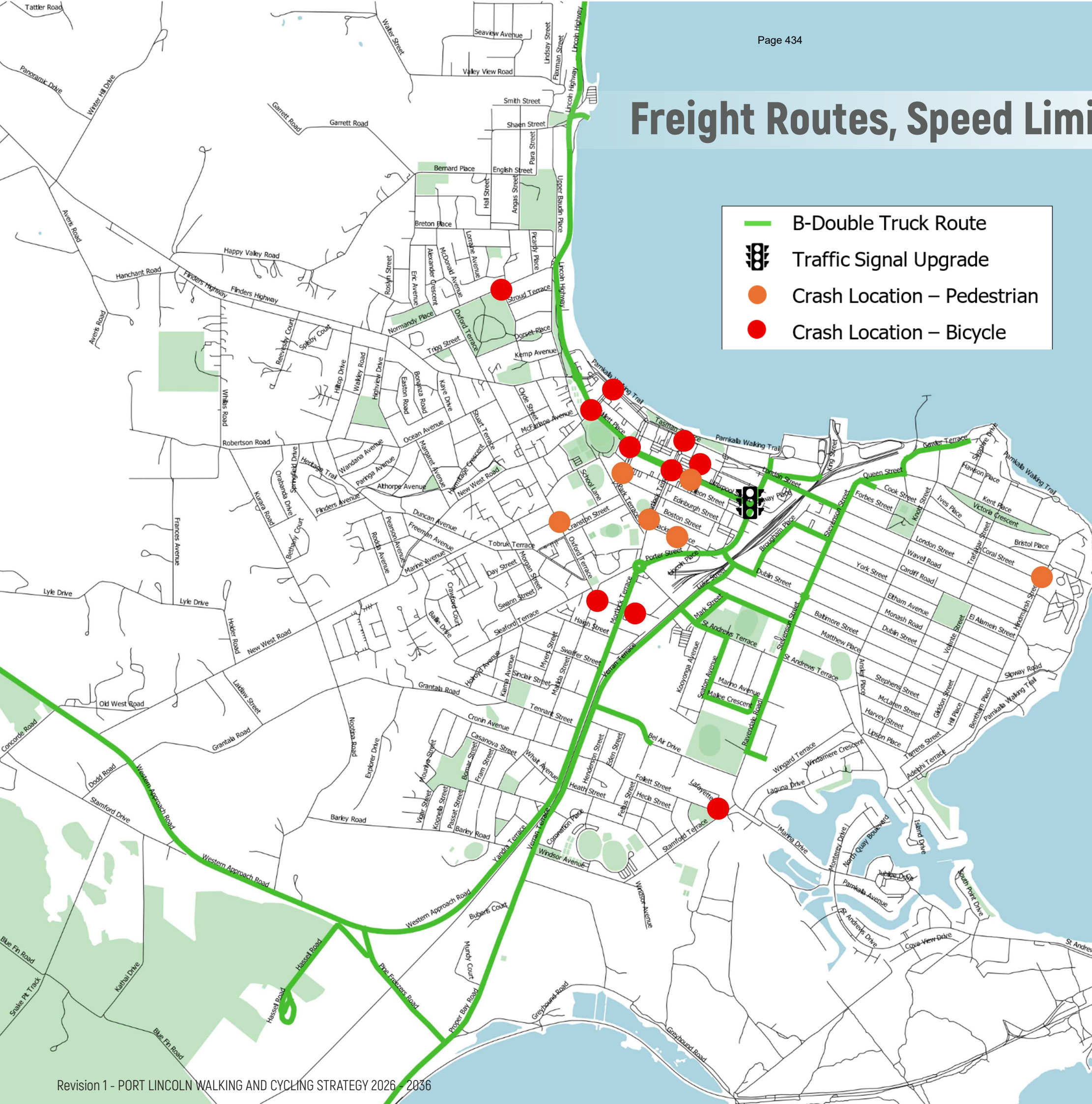
The layout of the land use, location of services, destinations, position of the CBD and geography of the area creates a network of routes and links for all road users.

While there is no formal road hierarchy or greater transport strategy for the city, there are main arterial roads, managed by either Council or Department of Infrastructure and Transport (DIT) that form the primary routes into and out of the City which connect all road users including pedestrians, cyclists, drivers and freight to services, commercial and industrial facilities including the CBD. These primary routes are shown in **orange**.

The secondary (sometimes parallel) routes, shown in **green**, support all road users; however are generally lower volume with less heavy vehicle traffic. These secondary routes and links provide connections through and around the primary routes and are generally more walking and wheeling friendly, with lower speed limits and lower traffic volumes. They provide for movement and accessibility within the city, aligning with existing open space, road corridors, and gaps in the rail corridor, supporting connectivity.



Freight Routes, Speed Limits and Crash Locations



In 2024, the four main roundabouts in Pt Lincoln were upgraded by DIT including changes to roundabout lanes, improved pedestrian/cycling crossings on roundabout approaches and landscaping.

Further benefits to users including freight and pedestrian and cyclist movements have been achieved through DIT's upgrade of the Porter Street, Liverpool Street (Lincoln Highway) and Railway Place intersection to Traffic Signals in 2025.

The default urban speed limit of 50km/h applies to the majority of roads and streets within the city. Tasman Terrace has a 40km/h speed limit and there are lower speed limits within the Marina area. On major arterials there are lengths of 60km/h prior to rural speed limits of 80km/h and 100km/h out to the city limits.

A review of crash statistics from LocationSA for the period 2019-2023 has identified there have been a total of 10 recorded crashes involving cyclists with the majority occurring at intersections involving drivers failing to give way. Two of these crashes reportedly resulted in serious injuries.

There have been a total of 6 recorded pedestrian crashes with the majority involving inattentive drivers. One of these reportedly resulted in serious injuries. These crashes all occurred at different locations with no obvious trend or pattern identified.

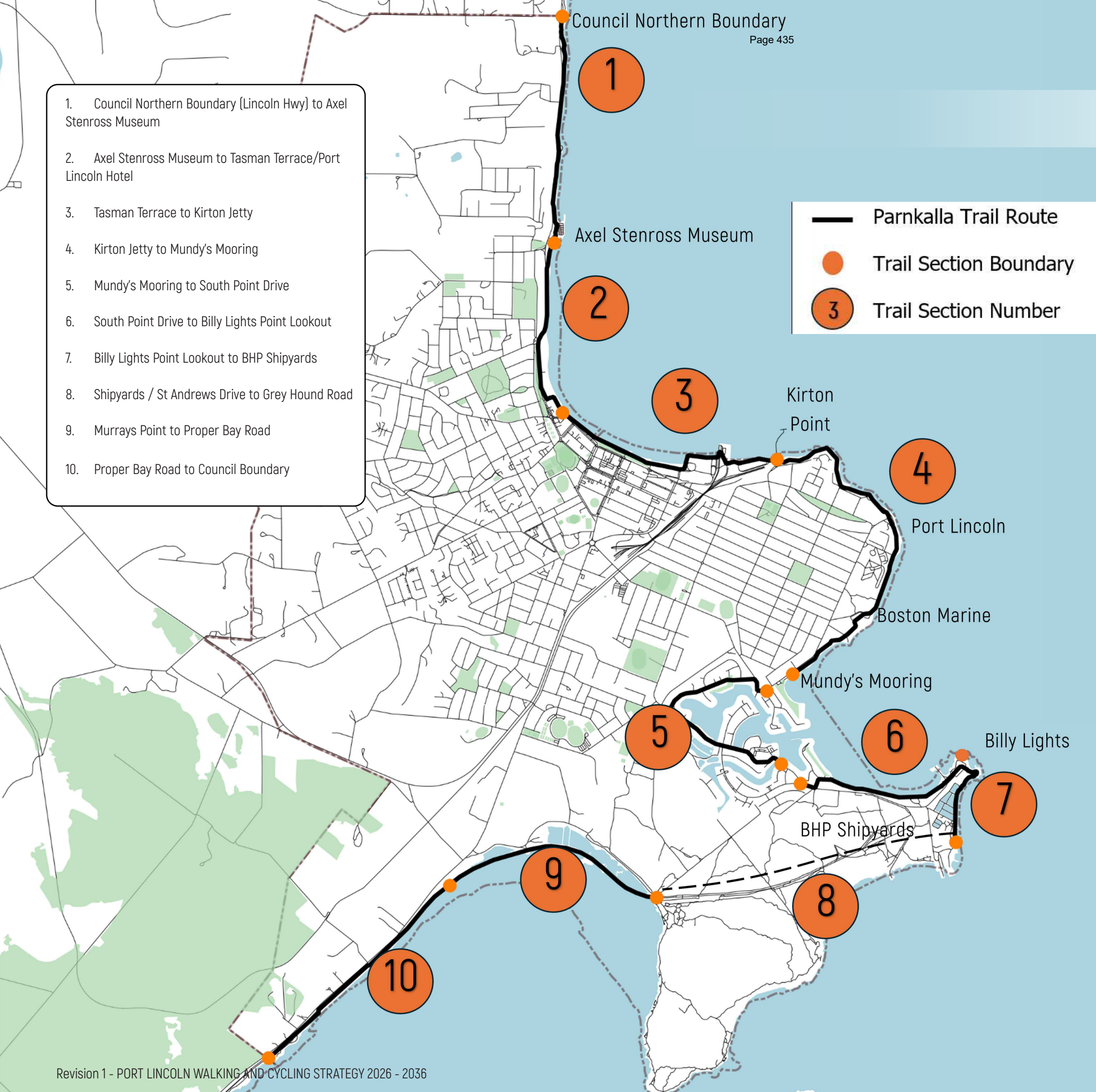
Parnkalla Trail

- 1. Council Northern Boundary (Lincoln Hwy) to Axel Stenross Museum
- 2. Axel Stenross Museum to Tasman Terrace/Port Lincoln Hotel
- 3. Tasman Terrace to Kirton Jetty
- 4. Kirton Jetty to Mundy's Mooring
- 5. Mundy's Mooring to South Point Drive
- 6. South Point Drive to Billy Lights Point Lookout
- 7. Billy Lights Point Lookout to BHP Shipyards
- 8. Shipyards / St Andrews Drive to Grey Hound Road
- 9. Murrays Point to Proper Bay Road
- 10. Proper Bay Road to Council Boundary

Parnkalla Trail Route

Trail Section Boundary

Trail Section Number



The previous Parnkalla Trail Strategy (2008-2018) has enabled improvements to the trail over the years, with improvements to Section 1 and Section 3 as part of the Foreshore redevelopment including upgraded wayfinding signage.

Users can navigate from the northern council boundary to the Marina and through to Billy Lights Point. There are some existing gaps to improve and some additional wayfinding signage needed. The trail also has varying surface conditions and widths between the different sections.

Beyond Billy Lights Point, the connection and trail to Proper Bay through Section 8 from St Andrews Drive (dashed line) is undefined.

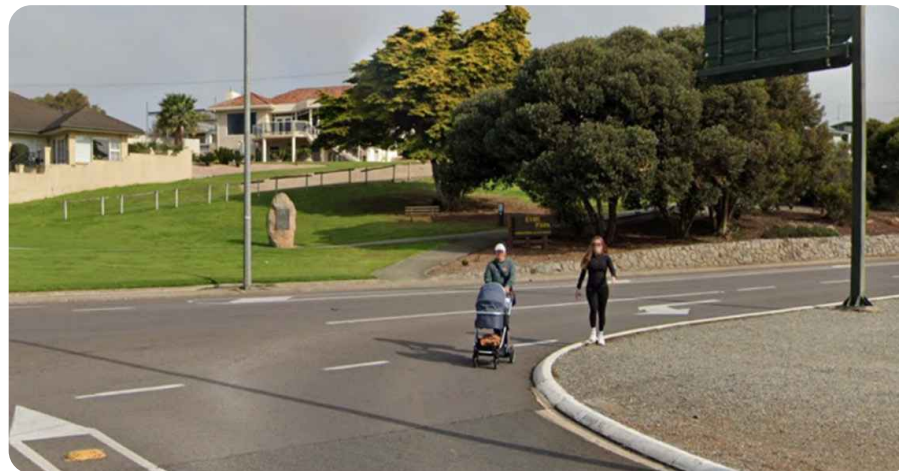
Initial community feedback has identified strong support for an improvement along Section 2, linking the Foreshore to the Axel Stenross Museum as a multi-user shared path trail.

As part of the development of the walking and cycling strategy, the previous Parnkalla Strategy actions that are still considered relevant and appropriate have been adopted or expanded upon as proposed opportunities for further planning.

Challenges

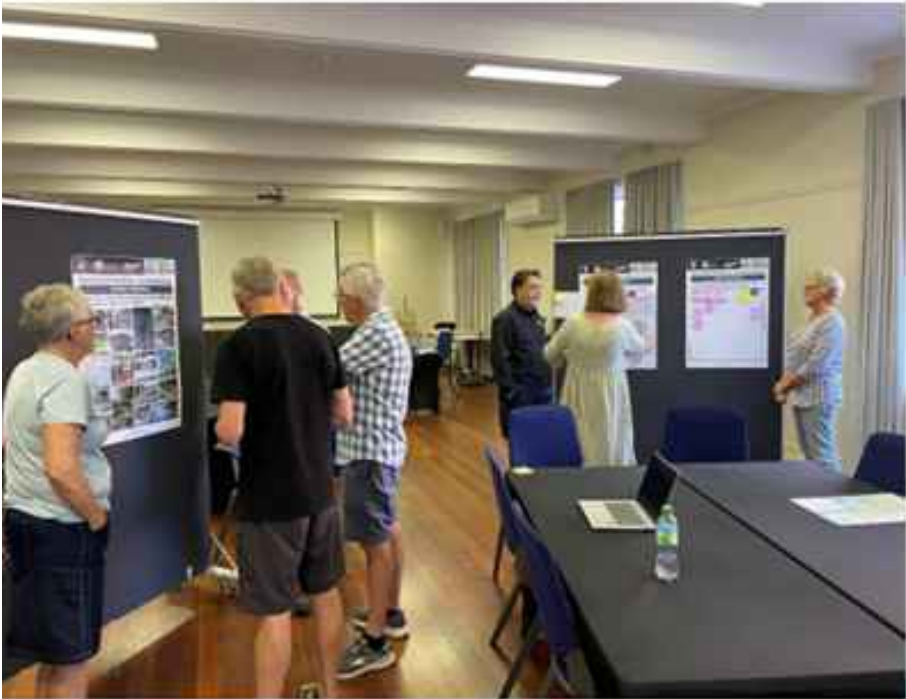
The natural environment and road network present a range of challenges as well as opportunities to further develop a more connected city. Some challenges include:

- The **topography** varies from its flat coastal boundaries including the foreshore / CBD areas to the outer CBD and residential development boundaries which follow steep elevation changes towards a peak along the western Council boundary. This landscape creates challenges for people, accessibility and active travel in general.
- A lack of consistent **wayfinding** or route navigation for walking and cycling.
- Wide intersections at crossing points, **hard to cross** arterial roads, limited pedestrian refuges and **gopher mobility** routes i.e. Matthew Flinders Care Services.
- An **incomplete Parnkalla** trail with inconsistent service levels in sections with varying widths, access and surface treatments.
- Varying **constraints in road reserves**, verges, with steep natural longitudinal grades and numerous features such as drainage pits, trees and services within road reserve. These limit cost effective infrastructure options and interrupt key walking and cycling ramp crossing points.
- **Incomplete on road bike lanes**, inconsistently signed with gaps at intersections. Limited end of trip facilities.
- An underutilised private **rail corridor** (now disused but not dismantled), limiting east west connectivity.
- A network of arterial roads used by all road users including **heavy vehicles**.
- **Limited budget** for new infrastructure and for maintenance of existing assets. Delivering planning initiatives and new or upgraded infrastructure to support walking and wheeling will require budget allocation.



Community Engagement

During March 2025, Council, Be Engineering and Jensen PLUS engaged with the community to learn and understand the issues and opportunities for improvement from the community (the users) experiences. The aim of the engagement was to identify what people believe is important and their concerns and ideas for the future. The engagement plan included an online survey where respondents answered a series of questions and an interactive map to pin ideas or issues to their locations.



There were 91 survey responses received, and all respondents were from Pt Lincoln

During the period of the online survey, there were two drop-in sessions held at the Media Room, Nautilus Arts Centre on 24th March from 5pm to 7pm, and 25th March from 10am-12pm.

Poster displays of background information were set up in the Media Room, Nautilus Arts Centre with consultants and Council staff assisting. The sessions included similar questions to the online survey to develop an understanding of what the community wants for the future.

There were two community walks hosted, one from the Train Playground and one at the Marina for community members to walk and talk about local issues and improvements.

'In person' stakeholder meetings were facilitated with internal Council staff, the Regional Development Australia (RDA) representatives and Lower Eyre Peninsula Council.

A workshop was undertaken with Elected Members and Council Staff to listen further and reflect on the community engagement responses and ideas raised.



Port Lincoln Walking + Cycling Strategy

Community Engagement

Help Us, Help You, Wander, Walk or Wheel in Port Lincoln



Have your say on the Port Lincoln Walking and Cycling Strategy

Visit us at one of our Community Drop-In Sessions, Group Walking Session or complete the online survey



Use this QR Code to see Council's website for the online survey or visit: yoursay.portlincoln.sa.gov.au

Survey closes 4pm on Friday, 4th April 2025

Monday, 24th March 2025

2pm
Group Walking Session
5pm-7pm
Community Drop-In
(Media Room, Nautilus Arts Centre)

Tuesday, 25th March 2025

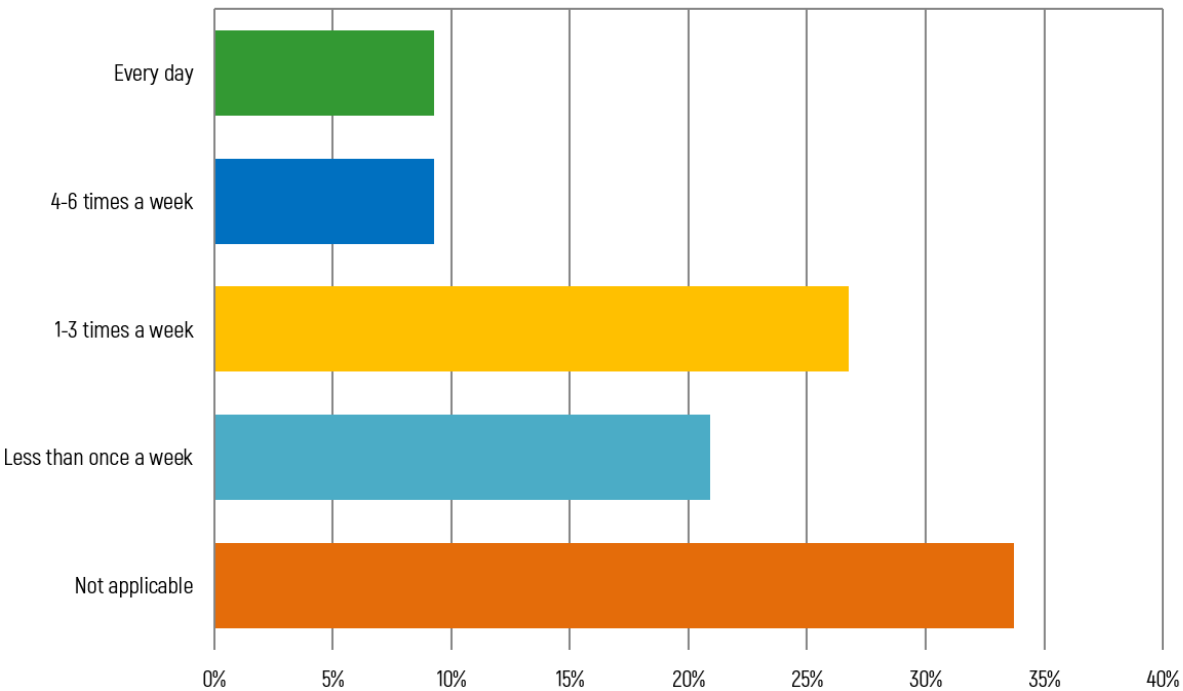
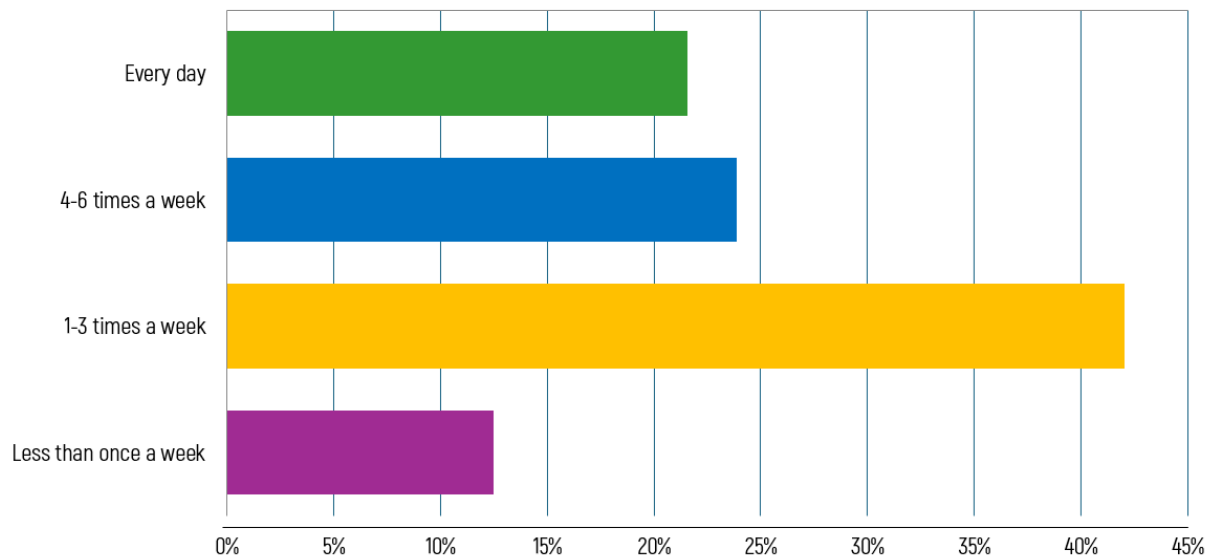
10am-12pm
Community Drop-In
(Media Room, Nautilus Arts Centre)

Community Engagement

The engagement data has been summarised to identify how often people are walking or wheeling as a starting point to gauge the community's interest with walking and wheeling activities. Around 40% of respondents are aged between 60-79, with 30% aged between 40-59. Around 30% of respondents have children in their household. Survey responses indicated that:

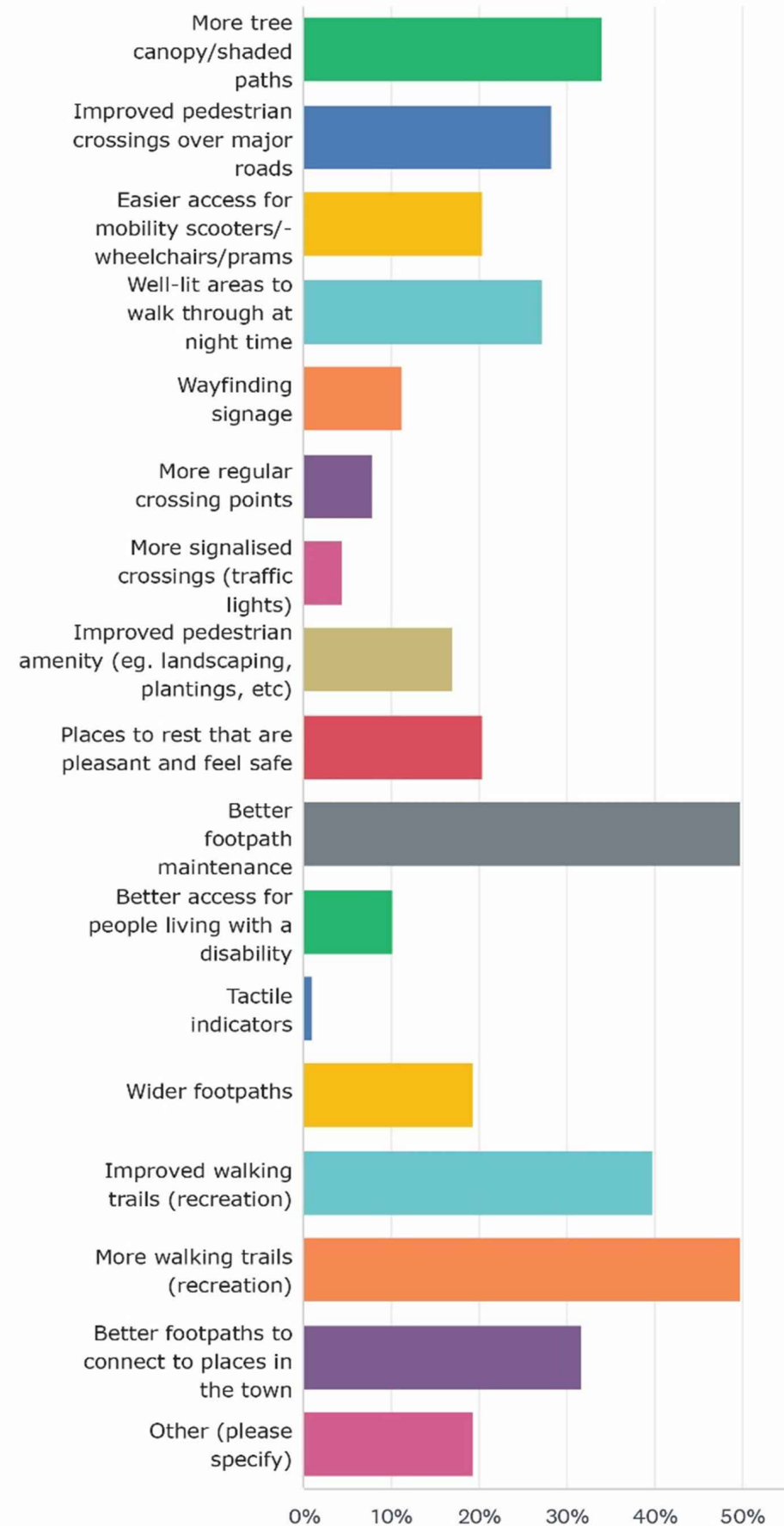
42% of respondents go for a walk 1-3 times a week

33% of respondents don't cycle or wheel at all, while 25% identified they cycle or wheel 1-3 times a week



Respondents to the online survey and participants at the in person drop-in sessions were then questioned about potential improvements to support walking and wheeling. Community identified gaps and issues added to the interactive map were reviewed and incorporated directly into the opportunity and implementation plans. The walking improvements from both the survey and drop-in session have been summarised together followed by the wheeling improvements. General issues and gaps identified by participants on a visual map during the drop-in sessions have also been summarised to identify key themes.

Online Survey Top 5 Improvements - Walking



The survey offered respondents a list of ideas to choose from that they felt would encourage them to walk more often, and to pick their top 5 improvements.

If respondents had an idea that wasn't listed, they could select 'other' and provide a written response. The other improvements were predominantly relating the proposed upgrade to the Parnkalla Trail connection to the Axel Stenross Museum.

The Top 5 improvements from the survey respondents to encourage more walking were:

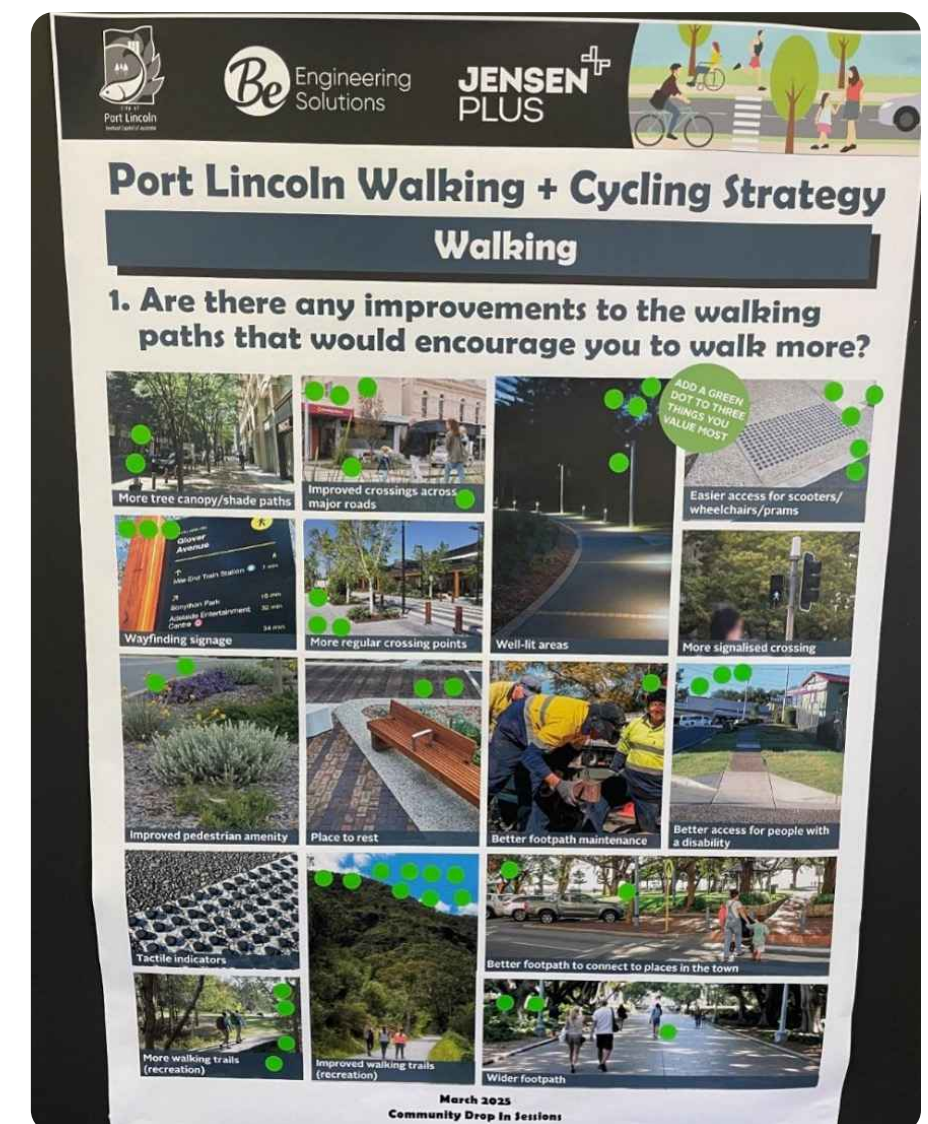
1. **Better footpath maintenance (50%) / More walking trails (recreation) (50%)**
2. **Improved walking trails (39.7%)**
3. **More tree canopy/shaded paths (34%)**
4. **Better footpaths to connect to places in the town (31.8%)**
5. **Improved pedestrian crossing provisions over major roads (28.4%)**



Drop-In Session Top 5 Improvements - Walking

Visual prompts for members of the community to identify their most important improvements against examples were recorded using posters and dot markers to capture people's ideas. The Top 5 improvements from participants to encourage more walking were:

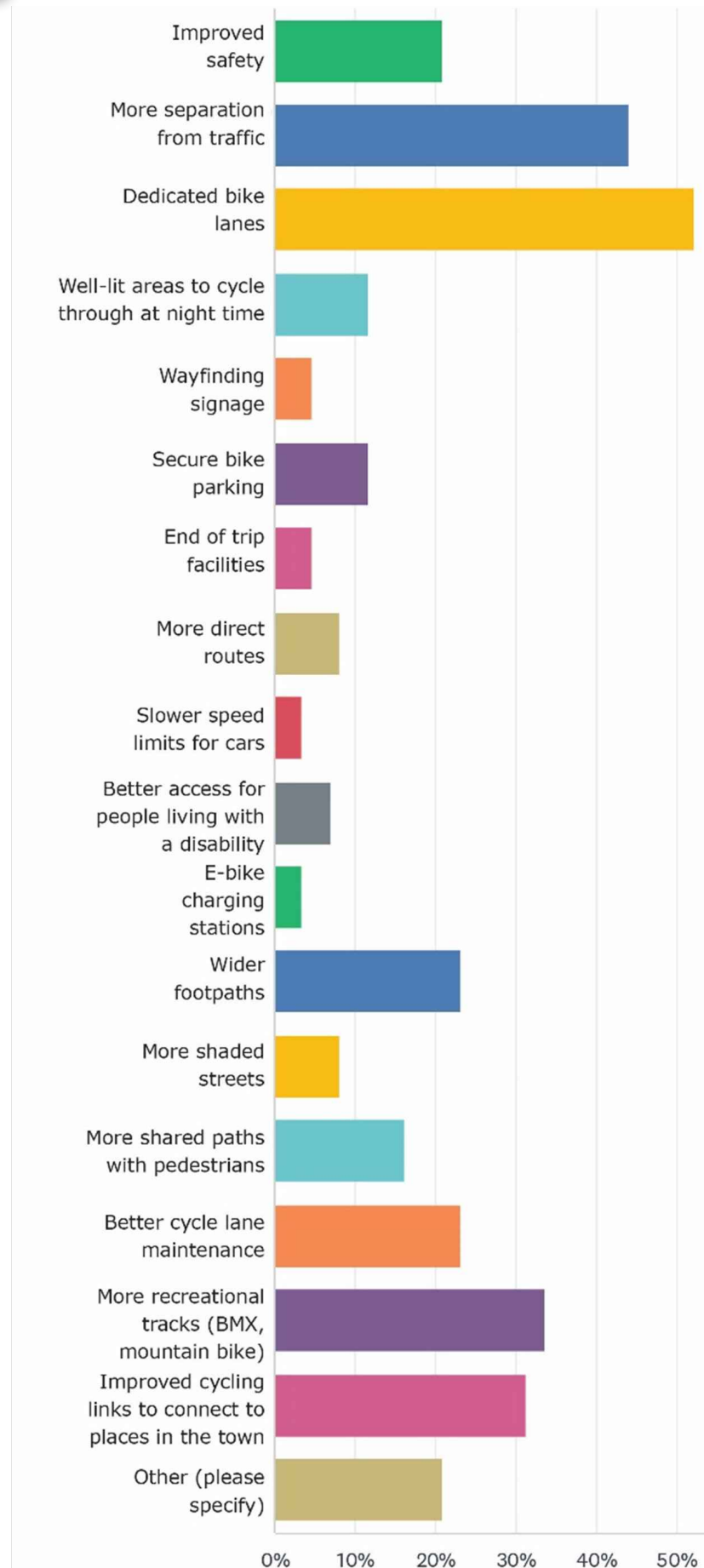
1. Improved walking trails (recreation)
2. Easier access for scooters/wheelchairs/prams
3. More walking trails (recreation)
4. Well-lit areas
5. Wider footpaths and wayfinding



Online Survey Top 5 Improvements - Wheeling

For cycling or wheeling, the survey offered respondents a list of specific ideas to choose from that could encourage them to cycle or wheel more often. The Top 5 improvements from the survey respondents to encourage more cycling or wheeling were:

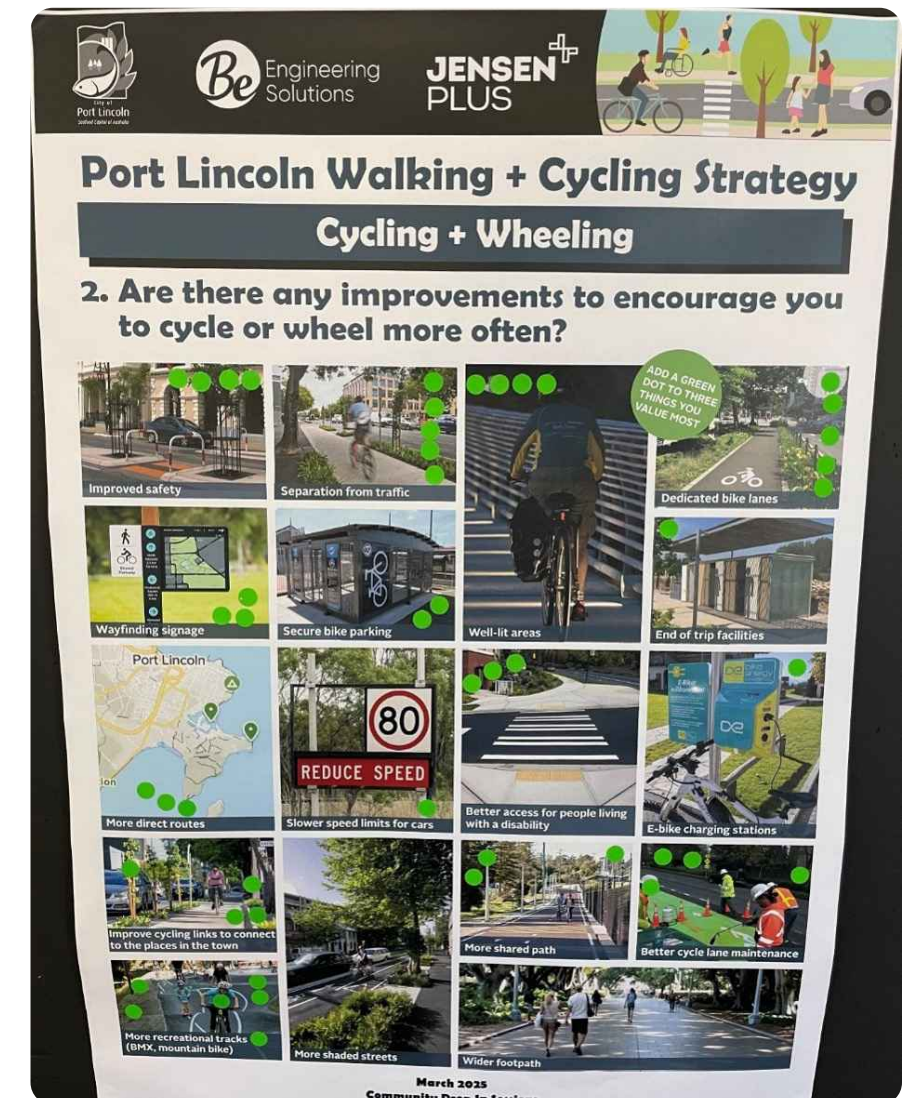
1. **Dedicated bike lanes** (52.3%)
2. **More separation from traffic** (44.2%)
3. **More recreational tracks (BMX, mountain bike)** (33.7%)
4. **Improved cycling links to connect to places in the town** (31.4%)
5. **Wider footpaths** (23.26%)



Drop-In Session Top 5 Improvements - Wheeling

The Top 5 improvements from participants to encourage more cycling or wheeling were:

1. More recreational tracks (BMX, mountain bike)
2. Separation from traffic
3. Dedicated bike lanes
4. Improved safety and links to places in town
5. Better cycle lane maintenance



Key Themes

The engagement process highlighted some common key themes and ideas for improving and encouraging walking and wheeling. These also aligned with the Preventive Health SA, walking profile survey responses. General issues and gaps identified during the sessions directly relate with the most commonly suggested improvements.

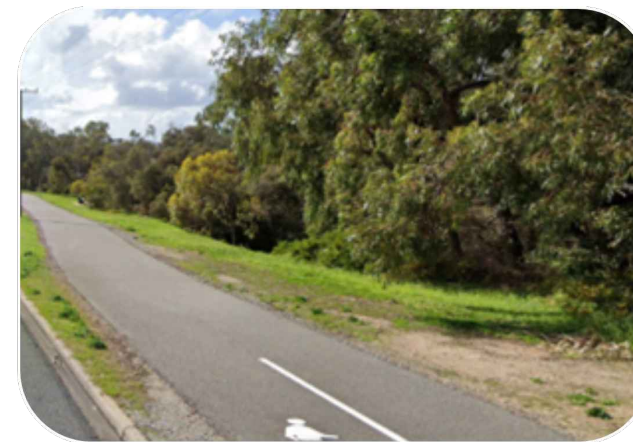
The community and the reference group have identified the following key improvements to reduce gaps, issues and encourage people to **Wander, Walk or Wheel in Port Lincoln**.



Improved maintenance of existing paths and cycle lanes



More off road paths/trails for recreation



Wider paths and separation from traffic for improved accessibility for all user types and mobilities



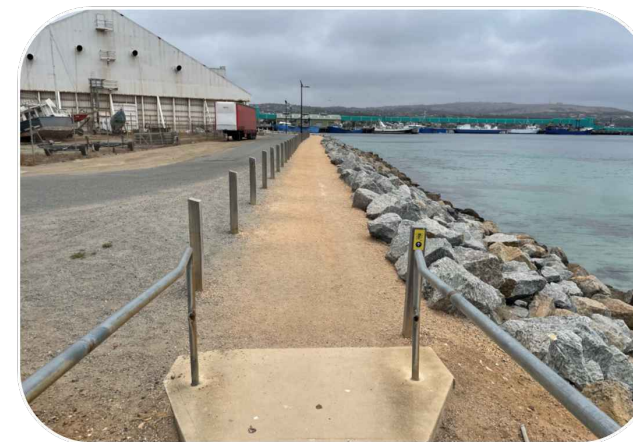
More links, reduced gaps to places and wayfinding signage



Improved crossing provisions at intersections



More /upgraded BMX and mountain bike tracks



Improvements to the Parnkalla Trail



More, safer, continuous on road bike lanes

Design, Accessibility Guidelines

Footpaths and local access paths connecting a local area should have an absolute minimum width of 1.2m for very low volume routes (desirable minimum 1.5m). Wider paths are needed for higher pedestrian volumes and where paths are shared with bikes and accessible users. Ideally accessible paths should have a gradient no steeper than 1 in 20 and ideally a crossfall no steeper than 1 in 100.

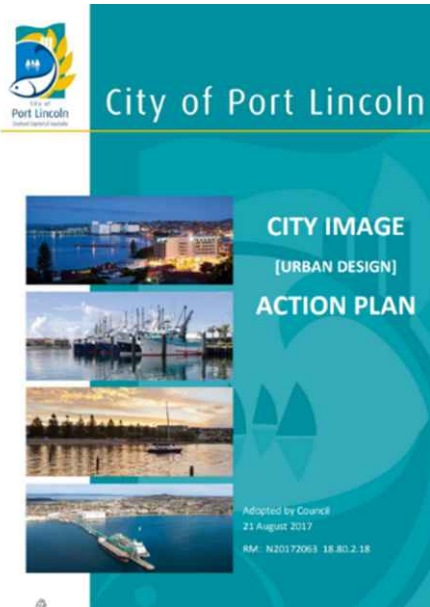
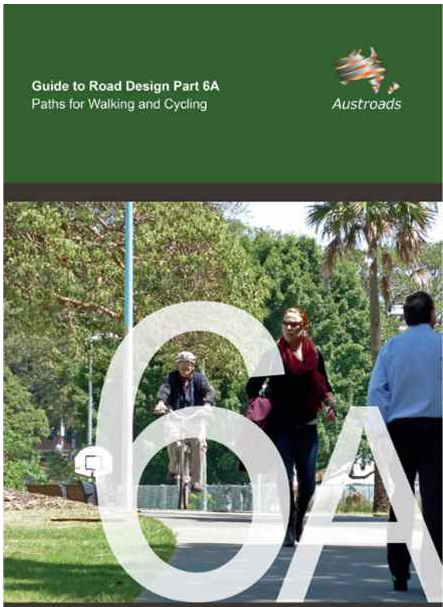
Pedestrian ramp crossings should be adopted at locations as close to the corners of intersections as possible to allow crossing at the shortest routes and connection points. Ramps need landing areas for mobility impaired users and tactile ground surface indicators in accordance with Australia Standards for compliance with the Disability Discrimination Act (DDA).

On road bicycle lanes in urban areas posted at 60km/h or less should be a minimum of 1.2 - 1.5m wide. Bicycle lanes should be continuous through intersections (i.e. ensuring they do not 'disappear'). The installation of on road bicycle lanes requires consideration of road hierarchy, heavy vehicles, routes and lane connections, speed limits, clearance and buffers between users, parking provisions, crossing facilities, and roadside environment. This supports a Safe System approach by adopting a holistic view of the road transport system and the interactions between people, vehicles, and the road environment.

Sealed off road or separated / protected bicycle facilities are more desirable than painted on road bike lanes and require site specific consideration of property crossover interactions and sightlines to ensure conflicts between vehicles and vulnerable users are mitigated effectively. Shared path widths should be 2.5 wide minimum (2m at isolated constrained locations), with 0.5m clearance from fixed objects. Wider paths should be installed if practicable, to provide sufficient room for users to comfortably pass each other.

Best Practice Planning and Design Tools

There are a range of best practice guides and supporting information to inform the design of walking and wheeling infrastructure.



Service Levels

This Walking and Cycling Strategy supersedes the Footpath Strategy, its service levels and its Footpath Priority Upgrade List to focus Council's efforts more specifically towards reducing gaps and connecting routes and links to the existing footpath network. As a general principle, new paths shall be prioritised with a focus towards a destination link and quality over quantity of path, ie prioritise continuous footpath links (using either side of the road) to complement existing movement routes that link between residences, the CBD, services, open spaces and recreation.

Path service provision levels should adopt the following for footpaths:

- Roadside and formal paths in high profile areas shall be block paved or concrete depending on the existing surface or by master plan specific requirements. Natural surface or gravel paths may be adopted where the role and purpose (i.e. natural or recreational purposes) suit this surface. Consideration also needs to be taken for those with limited mobility when considering alternative materials.
 - 1.5m wide path on at least one side of all primary arterial road / collector road links to the CBD within 2km of the CBD in accordance with the priorities identified within the City of Port Lincoln Urban Design Framework.
 - 1.5 to 1.8m wide path on both sides of all roads within the CBD and Foreshore with wider paths around activity areas such as shops and schools.
 - 1.2m wide path on one side of the road outside of the above noted areas, where it is determined as warranted, considering
 - the level of roadside development
 - extent of walking or wheeling in the catchment
 - existing routes or trails nearby for linking
 - user volumes
 - road reserve constraints and user types.
 - The nearest network connection to focus greater linking of routes along all secondary / parallel road links to primary road links.
- Bicycle and Shared Paths Service Provisions shall be:
 - 3.0m wide unless constraints dictate otherwise where a reduced standard would apply of a minimum of 2.5m generally and 2.0m where constrained by physical hazards.
 - Paths for wheeled road users and shared paths shall not be block paved all have many cross joints and no longitudinal joints.
- New developments should include paths and connections in accordance with the above to support all new development enabling a path link to Council's existing path network wherever feasible. Council will assess proposals on a case base case basis and may provide more specific direction or dispensation at their discretion.

Actions and Priorities for Delivery

This strategy enables Council to work towards achieving the community's vision and objectives. Underpinning the strategy are planning initiatives, opportunities and proposed network upgrades targeting delivery through Council's operational and capital works budgets. These, together with the actions identified below, define Council's priorities and focus for the next 10 years for walking and wheeling planning and infrastructure. Realising the vision and the opportunities require, in some cases, a joint effort between Council and other agencies such as DIT or the Lower Eyre Peninsula Council. External funding support will also be required such as grants (transport or tourism), and state and national funding sources which could support feasibility studies, design projects and construction projects. Some will require joint funding with Council. Delivery of the strategy requires an ongoing effort and continual prioritisation of actions and opportunities.

Identified planning initiatives and infrastructure upgrades have been developed based on existing data, site visits, community engagement outcomes and existing traffic and transport investigations already undertaken by Council. New footpath and pedestrian ramp connections have been prioritised first and are proposed to be directly added as new annual allocations to Council's capital works program for delivery over the next 10 years. These scope of works represent direct improvements that can benefit the community in terms of reducing gaps, improving accessibility and improving amenity. They represent business as usual infrastructure delivery improvements and are presented as a draft program of works for ease of monitoring and reporting on.

Action 1 - Fund and Deliver a New/Upgrade Path Component to the Capital Works Program.

A visual network of the proposed improvements has been developed to give perspective to the scale of the task and use location information for ease of understanding and justification of outcomes. The map includes representation of infrastructure improvements and potential outcomes of planning initiatives (should they be feasible). The network plan has been presented as a future potential outcome of investment towards [Making It Easier to Wander, Walk or Wheel in Port Lincoln](#), informed by key community engagement outcomes, the Community Reference Group and internal Council Staff. It is a roadmap towards a future of improved access, paths and infrastructure, supporting a healthy and active community.

Together with the proposed network map and draft capital works annual allocation program for the next 10 years, opportunities have been developed and categorised to explore and support the development of a more connected network for walking and wheeling. These have been identified for further scoping and feasibility investigations to establish the cost and impacts and therefore benefit to the Port Lincoln community. They represent a higher complexity for delivery and/or require design to achieve desired outcomes. Priorities of 1-3 have been allocated based on alignment with the key themes identified during the community engagement and potential complexity/feasibility.

The opportunities incorporate initiatives in relation to the Parnkalla Trail prioritised considering potential complexity, feasibility and alignment with the key engagement themes. All items identified as opportunities remain unfunded and may be subject to further prioritisation.

Action 2 – Prioritise and deliver planning initiatives from the Draft List of Opportunities for Council.

Opportunities requiring input or leadership from other agencies have been listed without priority initially and subject to further discussion with those agencies. They are included as the potential outcome aligns with or directly supports the focus and vision of the strategy.

Action 3 – Liaise with and advocate for delivery of the Opportunities for Council and other Agencies - Actively seek funding opportunities from other agencies through state and federal active transport funds.

Actions and Priorities for Delivery

Action 4 - Continue to seek funding for the Axel Stenross Museum extension link and upgrade of the Parnkalla Trail.

Action 5 - Advocate for improvement along DIT Roads in the form of bike lanes or pedestrian crossing improvements.

Action 6 - Preserve the private rail corridors and where practical and aligned with future rail uses, repurpose sections for a potential new shared path.

Action 7 - Continue to work with the Lower Eyre Peninsula Council to join and improve the Parnkalla and Investigator Trails over the long term.

Action 8 - Review and adopt more specific path service levels as defined in this strategy.

Action 9 - Develop and document footpath and walking trail maintenance service levels and standards in a Footpath Asset Management Plan to support funding of inspection programs and preventative and reactive maintenance of new and existing assets.

Action 10 - Plant more street trees to increase shade and tree canopy within the CBD and encourage more walking.



Monitoring the Delivery of Strategy

Council will consider the priorities as part of the annual budget process. Monitoring and measurement of the strategy will be undertaken to ensure the actions are implemented and the strategy supports change. This also enables transparency between Council and the community to see and understand the strategy being achieved.

Ultimately the delivery of the actions and opportunities for improvement identified are the responsibility of the City of Port Lincoln and in some cases together with other agencies.

A proposed process to monitor and measure the delivery of the strategy to achieve the outcomes has been developed to support actions and opportunities being realised to support the wider community.

Monitor	Measure	Outcome
• Annual Budget Allocation • Delivery of walking and cycling planning initiatives or infrastructure projects • Resident, worker and visitor satisfaction • More new Council asset path and/or on road cycle lanes • The number of planning initiatives delivered • Changes to other agency assets that support walking and wheeling (ie DIT, rail owner) • Customer complaints/responses	• Budget reviews and expenditure reporting • Evidence of delivery of planning or capital works projects in accordance with proposed program and opportunities lists • A follow-up community survey / profile to gauge/ realise any change in walking and cycling themes • An increase in the path and cycling lane network • A reduction in reported pedestrian or cyclist related crashes	• A more user friendly city for residents and visitors • A more connected walking and cycling network • More connected streets and safer travel for residents • Resident / customer satisfaction

Proposed Walking and Cycling Network



- New Wayfinding Signs
- New Bike Parking
- New Pedestrian Crossings
- Existing Shared Paths
- Existing Bike Lanes
- Existing Footpaths
- New Bike Lanes
- New Footpaths
- ... New Sharrow Routes
- ... Potential Shared Paths
- ... Potential Railway Trail
- Parnkalla Trail

Draft Capital Works Program and Opportunities



Number	Location	Issue / Gap	Comments	Key Themes	Actions	Indicative Cost	25/26	26/27	27/28	29/30	30/31	31/32	33/34	34/35	35/36	36/37
New/Upgrade Paths and Ramps																
1	Stamford Tce & Windsor Ave (Navigator College) LOCATION	Footpath Gaps Safer walking and cycling access to/from Navigator College needed	From the Stamford / Windsor Intersection and along Stamford Tce and Windsor Ave to existing footpath extents to complete gaps	Improved crossing provisions, More links, reduced gaps	Construct footpath links around Navigator College and along Stamford Tce and Windsor Ave to oval access.	15k	15k									
2	Sleaford Tce and Oxford Terrace and Matilda st and Oxford Terrace near cemetery LOCATION	Missing links Allows continuation of routes from Sleaford Tce for pedestrians and from Matilda St for bikes Cyclist crash recorded here	Encourages / enables cyclists to cycle on footpath (cycle lanes won't fit along Sleaford Tce) Utilise ramps that have a flatter gradient and a smooth invert to cater for bicycles.	Improved crossing provisions, More links, reduced gaps	Construct kerb ramp crossing across Oxford Terrace from Sleaford Terrace to existing footpath. Construct cyclist ramp on Sleaford Terrace just north of Oxford Tce to enable cyclists to join footpath. Join Matilda Street bike lane/signage across Oxford Terrace and Dutton Street Intersections	30k		30k								
3	Hamp St & Oxford Tce LOCATION	No ramp crossing at Hamp Street across Oxford Terrace to link with Ruskin Road	This location within the school zone and further from road crest Unable to cross at Ruskin Road due to verge level difference	Improved crossing provisions, More links, reduced gaps	Install ramps across Oxford Tce	7k	7k									
4	Matthew Place School exits (Kirton Point Primary School) LOCATION	Footpath Gap No ramp crossings	Additional ramps for improved connections Also raised in LATM study	Improved crossing provisions, More links, reduced gaps	Identify key school exit or exits and install kerb ramps on either side to align with median breaks. Consult with the school over locations and or undertake further observations.	20k	20k									
5	Brockworth Rd between Penhurst Rd and Kemp Ave LOCATION	Footpath Gap	As identified in	Improved crossing provisions, More links, reduced gaps	Construct path and ramps along Brockworth Road east side between Penshurst Road and Kemp Ave	25k			25k							
6	Malcom Ct and Marine Ave LOCATION	Open space link gap	Links Lincoln Grove Retirement Village (via access gate) to Danny Thorpe Reserve	Improved crossing provisions, More links, reduced gaps	Liaise with the Retirement village to confirm the gate access is functional and used. Construct footpath along Malcom Court north side Construct footpath along Hudson ave north side between marine ave and connect to New West Road footpath	40k			40k							
7	Margaret Ave LOCATION	Footpath Gap	Links Unity Hill Church with Heritage trail And links New West Road to Heritage Trail and therefore people to the north west	Improved crossing provisions, More links, reduced gaps	Construct footpath Margaret Ave west side between New West Road and Althorpe Ave Reconstruct/reorientate ramps at the corner of New West Road and Margaret Ave	35k		35k								
8	Willison Street & Trigg Street LOCATION	Missing links between kindy and Pioneer Park and main road	Links to Pioneer Park and Trigg Street Reserve and Flinders Highway	Improved crossing provisions, More links, reduced gaps	Construct footpath along east side of Willison St from Bishop Kindergarten around onto Trigg Street and ramp connect to Pioneer Park Construct footpath along Willison Street west side between George Street and Willison Street to Flinders Highway	40k				40k						
9	Trafalgar St LOCATION	Footpath Gap	Footpath link from Nelson Square to existing footpath at Cook Street to Victoria Crescent Reserve	Improved crossing provisions, More links, reduced gaps	Construct footpath along western side of Trafalgar St between Cook st and Cardiff Road	60k					35k				25k	

Number	Location	Issue / Gap	Comments	Key Themes	Actions	Indicative Cost	25/26	26/27	27/28	29/30	30/31	31/32	33/34	34/35	35/36	36/37
10	Dutton Street LOCATION	Footpath Gap	Connects to Oxford St footpath	Improved crossing provisions, More links, reduced gaps	Construct footpath north side between Matilda St and Mortlock Tce	30k						30k				
11	Freeman Ave LOCATION	Footpath Gap	Links Little Learners Early centre and Lincoln Grove Retirement Village to Heritage Trail	Improved crossing provisions, More links, reduced gaps	Construct footpath along Freeman Ave east side between New West Road and Duncan Ave	35k							35k			
12	Kiama Ave / Whait Reserve LOCATION	Footpath Gap	Links Whait Reserve with footpath via Kiama Ave to Sleaford Terrace	Improved crossing provisions, More links, reduced gaps	Construct footpath on eastern side of Kiama Ave between Whait Reserve and Sleaford Tce	45k							25k		20k	
13	Holburn Street LOCATION	No sealed footpath - parking occurring on verge, doesn't link with surrounding footpaths	Stobies limiting clear width, links north south schools, no crossing over Ruskin Road from LATM Precinct Plan Verge parking occurring	Improved crossing provisions, More links, reduced gaps	Construct footpath connection from Kelly Street, through to Ruskin Road	20k								20k		
14	Hotel Boston LOCATION	Footpath Gap	Links pedestrian crosswalk at traffic signals to the Hotel and Parnkalla Trail	Improved crossing provisions, More links, reduced gaps	Construct footpath and ramps between London Street Traffic Signals and Hotel Boston and Parnkalla Trail	15k								15k		
15	Para St and Shaen St LOCATION	Footpath Gap	Link Puckridge Park to existing footpaths to the north and to Axel Stenross	Improved crossing provisions, More links, reduced gaps	Construct footpath along Para Street east side and cross to Shaen Street at the front of House 15	40k								20k	20k	
16	Dickens St, Dickens Park LOCATION	Footpath Gap	Make the park accessible for all	Improved crossing provisions, More links, reduced gaps	Bayview Road (south side) + a new footpath section along Augusta St (west side) to link to existing Seaview Ave footpath	5k										5k
17	Monterey Drive LOCATION	Lack of Footpaths along Monterey Drive	Light poles east side and verge grades up to dense vegetation	Improved crossing provisions, More links, reduced gaps	Construct footpath on west side landscaping in road reserve and parking occurring	40k										40k
18	Springfield Drive LOCATION	Footpath Gap	Footpath gaps from Springfield drive to the east to heritage trail and Duncan ave	Improved crossing provisions, More links, reduced gaps	Construct footpath on Springfield Dr east side between #19 and start of Heritage Trail	20k										20k
19	Bayview Road and Augusta Street	Footpath Gap	Chapman Street verge constrained. Extends formal footpath link to Seaview Ave .	Improved crossing provisions, More links, reduced gaps	Construct footpath Bayview Road (south side) and new footpath section along Augusta St (west side) to link to existing Seaview Ave footpath	20k				10k	10k					
Amenity and Wayfinding																
20	Various	Poor Amenity and limited shade within CBD Climate resilience	Council as part of its Environmental Sustainability Strategy actions commits to further street tree planting	More Tree Canopy / Shaded Paths	Identify opportunities for tree planting and landscaping to improve amenity and support walking and cycling.	25k	10k			5k	5k	5k				
21	Various	Limited bicycle parking	at key land uses and services leisure centre,	Bike parking and end of trip facilities	Install bicycle parking rails – some suggested locations for prioritisation At leisure centre carpark in the marina Axel Stenross Museum Tennis courts at Hallet Place Mundys Mooring At /near bunnings Near Coles Liverpool Street side Near drakes Liverpool Street side At Tafe/library At f45/supercheap on King Street	20k				5k	10k	5k				
22	Marina	Wayfinding Signage - CBD Marina Link	Route marking dependent on if the rail corridor is utilised Refer Network Map	Wayfinding Signage	Mark the route from Mortlock Terrace at the foreshore to the Marina either via the rail corridor or the on-road route at key decision points. Add wayfinding signage to Bunnings intersection	15k						15k				
					Total	602k	52k	65k	65k	60k	60k	55k	60k	55k	65k	65k

Number	Location	Issue / Gap	Comments	Key Themes	Opportunity	Scope	Priority
23	a) Stamford Tce & Windsor Ave LOCATION b) Ravensdale Road and Stevenson St LOCATION c) Verran Tce LOCATION d) Le Brun Street between Porter Street and Bunnings intersection	On Road Cycle Lane Gaps	Encourages more awareness of users Targets specific roads to improve route linking	More, safer, continuous on road bike lanes	Engage with stakeholders to mark and sign bikes to reduce gaps and connect on road bike routes. Align route line marking with road reseal program. Bike lanes introduce parking restrictions which need consultation and may or may not be feasible based on road and roadside use if parking restrictions are prohibitive.	Feasibility and scoping required	1
24	a) Matilda St, Sellen St, Dickens St & Moonta Cres (Lincoln Gardens Primary School) LOCATION b) Denmark Dr, Stuart Tce, Hermitage Cr, McFarlane Ave LOCATION c) Tyler Street and Simmons Street LOCATION d) Stevenson Street LOCATION e) Laguna Drive and Calais Ave LOCATION f) Tennant St, Grantala Rd, Noontina Rd, Kurara Rd, Whillas Rd, Flinders Highway	Cycle Route Gap – Sharrow Markings Raise awareness of cyclists sharing the road	Encourages more awareness of users Targets specific roads as arterial road route alternatives	More links, reduced gaps	Engage with stakeholders to mark a package of sharrows to highlights routes and raise awareness of cyclists sharing the road. Sharrow markings would be new for the Council area and need a public notification and explanation process as part of implementation to ensure understanding. If sharrows are not supported, then bicycle wayfinding signage is alternative option	Feasibility and scoping required	1
25	Happy Valley Cemetery / Fort Hell LOCATION	There is a lack of formal mountain bike trail / park	Existing tracks behind the Happy Valley Cemetery called Fort Hell which is earmarked for housing redevelopment.	More off road paths/trails for recreation More/upgraded BMX and mountain bike tracks	Stage 1 – investigate alternate locations for mountain biking track/park. Stage 2 - Engage a trail builder/designer to undertake further feasibility / concept planning to identify and compare constraints and opportunities for a mountain bike park in Port Lincoln.	Feasibility and scoping required	1
26	BMX / MTB Skills Park Ansley Pl LOCATION	BMX / mountain bike jump, and skills area could be upgraded to encourage more use and recreation	Upgrade/improve jump course, add sealed pump track formalise access	More/upgraded BMX and mountain bike tracks	Engage with stakeholders to understand preferred styles, skills and uses to best utilise the space. Engage with trail builder/designer.	Feasibility and scoping required	1
27	Marina Drive / Parnkalla Section 5	Pedestrian and Cycle Gap - CBD to Marina Route		More off road paths/trails for recreation More links, reduce gaps	Undertake consultation with the community about this section to identify preferred improvements. If supported by community consultation, investigate an option for a shared use path along Marina Drive South Side to South Quay Blvd, continue around to Fisherman's memorial and along Jubilee Drive to Marina Bridge entrance. Engage with stakeholders to identify changes required to modify Jubilee Drive to 1 way clockwise direction traffic flow to create space for path users and traffic	Feasibility and scoping required	1
28	Parnkalla Trail Section 2 - Foreshore to Axel Stenross	Multiusers trail gap	Current proposed upgrade option includes part along Lincoln Highway and part coastal trail. Keep walkers, runners, and cyclists off the highway Existing conditions limit cycling continuity due to steps or steep inclines as the only links, not DDA accessible Native vegetation assessment and seabird study required to support development application	More off road paths/trails for recreation Improvements to the Parnkalla Trail	Construct a 14km extension of the coastal trail to the Axel Stenross Museum. Design undertaken. Include trail elements into any future climate adaption/seawall designs as applicable.	Designed and Cost Estimated	1
29	Parnkalla Trail	A lack of or confusing wayfinding signage	Parnkalla Trail Identify and Signage Guidelines only partially implemented along route Review against AS2156.1 - Walking Tracks and decision points to guide routes / complimentary loops	Wayfinding Signage	Replace timber signage at shelly beach with new column signage, could take down old signs and re-erect as a monument/art. Retain small timber reassurance signs and supplement with route positioning column signage at Axel Sten, Shelly Beach, Kirton Point, Science Centre, Boston Marine, Mundy's Mooring and in Marina. Use line marking art within large carparks for route reassurance/connection Install signage at Laguna Drive and Marina Dr decision point Remove wayfinding signage at Island Drive intersection. Install wayfinding signage at Mundy's Mooring Playground	Scoping required	1

Number	Location	Issue / Gap	Comments	Key Themes	Opportunity	Scope	Priority
30	Parnkalla Section 3	Multi use trail gap Surface not suitable for mobility impaired users	Noting existing ramp over pipeline restricts path width.	Improvements to the Parnkalla Trail Wider paths and separation from traffic for improved accessibility for all user types	Undertake consultation with the community about this section to identify preferred improvements. If supported by community consultation, widen and seal path behind the silos to Brennans Wharf Make ramp grades over pipeline DDA compliant if not already	Scoping required	1
31	Parnkalla Section 8	Trail Gap This section of Parnkalla is undefined and hard to link to Proper Bay from Billys Light Point		Improvements to the Parnkalla Trail Wider paths and separation from traffic for improved accessibility for all user types	Undertake consultation with the community about this section to identify preferred improvements. If supported by community consultation, investigate rerouting of section 6 as part of western link road proposal. Consider rerouting this section as the Primary Parnkalla Route - Marina to Proper Bay, bypassing Murrays Point.Regardless of the option, explore a formal Parnkalla connection from South Point Drive to Greyhound Road	Feasibility and Scoping required	2
32	Parnkalla Section 9 and Section 10	Trail Gap No space for on road bike lane on Proper Bay Road	Improvements to these sections should come after formalising the alignment of Section 8. Crown Land ownership through Proper Bay These sections strengthen linking Investigator and Parnkalla and a link to Lincoln National Park Proper Bay bike lane / route to be improved from Windsor Ave to 80km/h speed sign just after Pine Freezers Road pinch point	Improvements to the Parnkalla Trail Wider paths and separation from traffic for improved accessibility for all user types	Undertake consultation with the community about this section to identify preferred improvements. If supported by community consultation, investigate a more formal and defined trail alignment for these sections as a shared path.	Feasibility and Scoping required	2
33	Various	Existing on road cycle lanes are inconsistently line marked and signed	Examples of bike lane gaps through intersections, Dublin St and Brougham Place, Monash Road and Stevenson Street and Baltimore Street and Stevenson Street	More, safer, continuous bike lanes	Rationalise and upgrade signage and line marking for all existing bike lanes. Connect existing marked midblock bike lanes across intersections in accordance with DIT Standards. Align line marking with road reseal program.	Scoping Required	3
34	Heritage Trail Springfield Drive, Flinders Highway Access Rd, Whillas Rd, Winters Hill Dr LOCATION	Pedestrian and Cycle Gap Heritage Trail shared path to Winters Hill	Strong support for improved path to Winters Hill Lookout Improves safety for those walkers and riders going to the look out from either the Heritage Trail or Flinders Highway itself	More off road paths/trails for recreation More links, reduce gaps	Investigate options and develop a concept design and cost estimate to construct extended shared path along sections of Springfield Drive east side, Roberston Road, Whillas Road/Flinders Highway Service Road or Averis Road to Winters Hill Drive.	Feasibility and scoping required	3
35	Various	Existing on road cycle lanes are inconsistently line marked and signed	Examples of bike lane gaps through intersections, Dublin St and Brougham Place, Monash Road and Stevenson Street and Baltimore Street and Stevenson Street	More, safer, continuous bike lanes	Rationalise and upgrade signage and line marking for all existing bike lanes. Connect existing marked midblock bike lanes across intersections in accordance with DIT Standards. Align line marking with road reseal program.	Scoping Required	3
36	Lewis Street / Washington street LOCATION	Wide intersection, difficult to cross the road	Upgrade accessible space at the same time	Improved crossing provisions, More links, reduced gaps	Develop a concept design of options for a pedestrian refuge and ramps crossing to identify parking impacts for consultation	Scoping Required	3
37	Adelaide Place and Washington Street LOCATION	Wide intersection, difficult to cross the road	links Washington street east west minor loss of parking expected	Improved crossing provisions, More links, reduced gaps	Design a pedestrian refuge	Scoping Required	3
38	Oxford Tce LOCATION	Shared path gap connection	Shared paths / high service level paths exist along Oxford Street either side of Cranston Street. Intersection is a pinch point with poor crossing provisions due to angle parking.	Improved crossing provisions, More links, reduced gaps	Investigate providing a continuous, connected shared path along Oxford Street at the Cranston Tce intersection.	Scoping Required	3
39	Oxford Tce and Telford Ave LOCATION	Footpath and Cycle path gap, intersection difficult to cross	Oxford Tce a key north south link overall Supports linking schools	Improved crossing provisions, More links, reduced gaps	Investigate modifying the intersection or pedestrian refuge	Scoping Required	3
40	New West Road and Duncan Ave LOCATION	Footpath gap		Improved crossing provisions, More links, reduced gaps	Engage with stakeholders and investigate formalising a ramp crossing across Duncan Ave	Scoping Required	3
41	Bel-Air Dr, Sinclair St LOCATION	Footpath gap	Strengthens and east west link over rail corridor Provides a secondary outer link to marina and links Whit Reserve Road reserve and property boundary constraints, Possible one operation of Sinclair St (westbound only) to create space subject to consultation	More links, reduced gaps	Investigate a footpath along Sinclair St	Feasibility and scoping required	3

Number	Location	Issue / Gap	Comments	Key Themes	Opportunity	Scope	Priority
42	Tobruk Tce, Goode Ave, Cranston St intersection LOCATION	Footpath gap	Links Flinders Highway, Heritage trail and Oxford Tce and Park Terrace Pedestrian crash here	Improved crossing provisions, More links, reduced gaps	Investigate footpath connection through intersection Mark sharrows on Cranston St between Oxford Terrace and Park Terrace	Feasibility and scoping required	3
43	Flinders Highway and Oxford Terrace LOCATION	Walking and Cycling Path link improvement	Oxford Terrace is a key north south route with no north south connection provisions, also raised in LATM study	Improved crossing provisions, More links, reduced gaps	Investigate an intersection upgrade for improved walking and cycling connectivity	Feasibility and scoping required	3
44	Puckridge Park LOCATION	Puckridge Park - limited options for those with mobility limits	Upgraded 2024 Possible additional sealed path length for improved connectivity	Easier access for mobility	Review the upgrade for further mobility access path improvements long term	Needs Scoping	3
45	Tasman Tce at Del Giorno's LOCATION	Pedestrian crossing upgrade for improved road safety	East or west of Del Giorno's Bank thoroughfare can provide a north south link if crossing is east side of Del Giorno's	Improved crossing provisions, More links, reduced gaps	Undertake a technical assessment to determine the need for and impact of an upgrade	Needs Scoping	3
46	Washington St LOCATION	Footpath Gap	Footpath gap Washington Street north side not sealed footpath a number of unsealed crossovers and service pit lids/constraints in verge here	Improved crossing provisions, More links, reduced gaps	Complete Washington Street Road Reconstruction Design between Eyre Street and Porter Street	In Design Phase	3
47	Le Brun Street, Luke Street, Verran Terrace, St Andrews Terrace Intersection (Bunnings Intersection) LOCATION	Footpath and cycling gap	A roundabout upgrade is proposed here subject to funding. Opportunity to create rail trail shared path link as part of a roundabout upgrade	More links, reduced gaps	Investigate incorporating a shared path rail trail connection as part of a future intersection upgrade	In Design phase	3
48	St Andrews Drive, Marina Bridge, Bridge Cres	Pedestrian and Cycle Gap	Supports Marina to CBD Link and a Parnkalla connection	Improved cycling links to connect to places in the town Dedicated Bike Lanes	Investigate providing a formal footpath along Bridge Crescent between the Marina Bridge and St Andrews Drive, Lincoln Cove Marina	Feasibility and scoping required	3
49	Parnkalla Trail Section 4 and Section 5	Multi Use Path Gap	Would improve existing trail paths, to accommodate all users and improve visibility along path. Further scoping required to determine vegetation impact.	Improvements to the Parnkalla Trail Wider paths and separation from traffic for improved accessibility for all user types	Engage with the community about potential shared path options for these two sections of the trail between Kirton Point Oil Jetty to 400m before Mundy's Mooring. If supported by community consultation, consider a bypass path (multi users standard) from 400m prior to Mundy's Mooring onto Adelphi Terrace south side to Mundy's Mooring Playground eastern access. Cross Path onto northern side of Adelphi St past Innes Street on inner side of corner to Calais Ave. Retain last 400m of coastal existing path up to Mundy's Mooring as is.	Feasibility and Scoping required	3
50	Parnkalla Section 3	Not enough lighting along this section		Lighting	Investigate a lighting improvement for the section between the Yacht Club, Boston Hotel and Brennen's Wharf and to Kirton Point Jetty	Scoping required	3
51	Rail Corridor			More off road paths/trails for recreation	Explore feasibility for use of rail corridor and rail track for for Rail Biking. Note that should the rail corridor be identified as a viable option for use as a linking route for cycling and walking, a shared path option would take precedence over utilising the rail track for rail biking as a shared path provides more benefit overall to all community members of all mobility types.	Scoping required	3
52	Parnkalla Section 6 and Section 7	Trail Gap	These sections have constraints to widening and extending the route to Proper Bay including native vegetation and the new proposed Desalination Plant. Section 6 signed no bikes		Maintain trail as is and its existing dead-end point behind Australian Fishing Enterprises / at the new proposed Desal Plant site.Maintain as a secondary standalone non connecting section to Billys Light Point. Section 8 to become the primary linking route, subject to community consultation.	Note Only	
53	Parnkalla Section 1	Section 1 - Northern Boundary to Axel Stenross Boat ramp			For record purposes as part of the investigations for the strategy - no changes for this section of Parnkalla are proposed to be prioritised, Council should focus on other sections and areas within broader Pt Lincoln.	Note Only	
54	Parnkalla Trail	Trail Recognition	Need to increase its increase its recognition Not currently recognised (or suitable) as a route in the 2022-2032 Cycling Strategy for South Australia Recreational paths benefit the visitor experience,		Consider renaming Investigator Trail to Parnkalla Trail once its links are improved and it's more accessible/continuous as a route	Note Only	

Number	Location	Issue / Gap	Comments	Key Themes	Opportunity	Governing Agency
55	Main Aurizon / Viterra Rail Corridor Le Brun St, Verran Tce, Bel-Air Air Drive, Marina Drive	The rail corridor is no longer being used Opportunity to enhance the rail corridor with shared paths/improved pedestrian/cycling connections The main rail corridor is now closed for trains and restricts east west movements for non car users Multi user gap link between the CBD and Marina	Privately owned by Rail freight operator Aurizon (corridor not in operation) Supports a stronger link to Lincoln National Park via Proper Bay The rail trail could link and provide loop opportunities to Parnkalla and the CBD Could be implemented in conjunction with bike lane on Mortlock Terrace (DIT Road) Proposed CBD to Marina Link Route Details Foreshore Blight St – Footpath / share lane Mortlock Tce – footpath and on road bike lanes Le Brun St – footpath and on road bike lanes Rail Corridor- shared path Bel-Air Dr – shared path north side Marina Drive – shared path south side	Wider paths and separation from traffic for improved accessibility for all user types More off road paths/trails for recreation More links, reduce gaps	Liaise with owner and investigate via a feasibility report for repurposing some of the rail corridor within the City of Pt Lincoln to construct a shared path. Proposed Stages: Stage 1 section between Bunnings and Bel-Air Drive Stage 2 Section between Bel-Air Drive and Windsor Ave Stage 3 Windsor Ave to Pine Freezers Road	Aurizon / Viterra Rail
56	Verran Tce LOCATION	Existing railway maze crossing is an access and mobility restriction	Encourage east west movements for all users	Improved accessibility for all user types	Liaise with rail corridor owner and remove pedestrian mazes at rail crossings	Aurizon / Viterra
57	Mortlock Tce (between Sleaford Tce Roundabout to Liverpool St Roundabout) LOCATION	On Road Cycle Link Improvement	Links to Woolworths Links to Foreshore No significant parking loss needs DIT support Links Matilda Street cycle lanes Could loop with a rail corridor trail	More, safer, continuous bike lanes	Liaise with DIT to investigate signage, linemarking and ramps for on road bike lane along Mortlock Terrace between Sleaford Terrace / Porter Street Roundabout to Liverpool Street Roundabout and beyond to Foreshore via Blight Street. Align route line marking with road reseal program.	DIT
58	Porter St and Dublin St LOCATION	Intersection difficult to cross	intersection used by trucks - needs turnpath checks A key crossing point for the north south link from Eyre Park	Improved pedestrian crossing provisions	Liaise with DIT to investigate options for improved pedestrian and cycling crossing provisions such as a pedestrian refuge on Porter Street.	DIT
59	Mortlock Terrace / Porter Street / Le Brun Street / Sleaford Terrace Intersection LOCATION	Intersection difficult to cross and use as a cyclist	Raised in LATM study Would support the CBD to Marina Link	Improved pedestrian crossing provisions	Liaise with DIT to investigate an option to improve the roundabout for all users and integrate a shared path link, west side and across to Le Brun St	DIT
60	Porter Street and Edinburgh Porter Street and Washington Street LOCATION	Intersection difficult to cross	KMART corner supports link to library	Improved pedestrian crossing provisions	Liaise with DIT to investigate an option to improve crossing this intersection such as pedestrian refuges	DIT
61	Mortlock Place / Lincoln Place / Edinburgh Street Intersection LOCATION	Intersection difficult to cross	Raised in LATM study	Improved pedestrian crossing provisions	Liaise with DIT to investigate an option to improve crossing this intersection. Note minor stormwater improvements identified under SMP, could be a combined project with a DIT road reseal.	DIT
62	Mortlock Terrace / Park Terrace / Blackman Place	Intersection difficult to cross with recorded pedestrian crash	Raised in LATM study appears to have 3 recorded casualty crashes so could be eligible for blackspot funding Intersection improvement could help with the CBD to Marina Link	Improved pedestrian crossing provisions	Liaise with DIT to investigate an option to close Park Terrace (allow bikes only in/out) and build a shared path between the Pedestrian crossing and the Morlock Roundabout	DIT
63	New West Road and Oxford Terrace LOCATION	Intersection difficult to cross with	Raised in LATM study heavily constrained site location in terms of levels and drainage Forms a key link between CBD and Heritage Trail users	Improved pedestrian crossing provisions	Liaise with DIT to investigate an option for improvement	DIT
64	Amenity and Wayfinding	Lack of Wayfinding No routes on the online BikeDirect Network Map	Help people find which routes to take	Improved Wayfinding	As cycling related projects are implemented integrate with the BikeDirect Network map to encourage more cycling	DIT

Opportunities – For Council and Other Agencies

Number	Location	Issue / Gap	Comments	Key Themes	Opportunity	Governing Agency
65	Lincoln Highway & Shaen St LOCATION	Intersection difficult to cross	Links Axel Stenross to the west, the reserve, Puckridge Park	Improved pedestrian crossing provisions	Liaise with DIT to investigate an option for a pedestrian refuge on Lincoln Highway at Shaen Street	DIT
66	Dutton Street, Tyler St, Simmons St LOCATION	Footpath link improvement	Completes link from Oxford St to Le Brun Street Links to Church and Mitre 10	Improved pedestrian crossing provisions	Liaise with DIT to investigate an option for a pedestrian refuge on Mortlock Tce to support crossing between Dutton St and Tyler St.	DIT
67	Main Aurizon / Viterra Rail Corridor at Windsor Ave & Barley Road LOCATION	Windsor Ave Link to Barley Road over Rail Corridor Footpath link improvement	Links Dog Park Encourage east west movements reduces tripping hazard / improves safety	Improved pedestrian crossing provisions	Seal a track over the rail sleepers	Aurizon / Viterra
68	Navigators Motel, Baudin Pl, Lincoln Highway LOCATION	Intersection difficult to cross	Eventual Link to Parnkalla	Improved pedestrian crossing provisions	Liaise with DIT to investigate an option for a pedestrian refuge on Lincoln Highway connecting Baudin Place to the front of Navigators Motel between right turn lanes	DIT
69	Liverpool Street LOCATION	Road difficult to cross, limited crossing locations	No formal crossings just painted median refuge location option across Liverpool Street at bank for laneway link Localised parking impacts	More tree canopy and shaded paths Improved pedestrian crossing provisions	Liaise with DIT to investigate an option for midblock pedestrian refuges. Engage with stakeholders following optioneering.	DIT
70	Hallet Place LOCATION	Footpath link improvement	Support school children crossing and filtering through church or RSL stairs Kerb extensions and pedestrian refuge on Hallet place just west of Tolmer Lane	Improved pedestrian crossing provisions	Liaise with DIT to investigate an option for a midblock pedestrian refuge	DIT
71	London Street between Porter St and Stevenson St LOCATION	Cycle lane Gap Link	Links with Stevenson St bike lanes Supports an alternate route to the foreshore instead of the roundabout route from the Marina	More, safer, continuous bike lanes	Liaise with DIT to mark continuous bike lane linemarking when this section of road is resealed and liaise with DIT	DIT
72	Lincoln Highway & Bishop St LOCATION	Cycle lane Gap Link	Needs a cycling and walking link east west to Kemp Avenue and Gloucester Terrace Improves link between Pioneer Park and Foreshore (via Kemp and Bishop) and link opportunity to Gloucester Terrace Shared Path Note bike lane from Normandy Place to Flinders Highway Roundabout is incomplete however gap would be fixed by Parnkalla upgrade	Improved crossing provisions, More links, reduced gaps	Liaise with DIT to investigate an option for an improvement at Bishop Street and Lincoln Highway Intersection for pedestrian and cycling connection east west to connect to future Parnkalla trail alignment	DIT
73	Pt Lincoln to Coffin Bay Trail	No path link between Coffin Bay and Pt Lincoln	As part of a future off-road recreational link between Port Lincoln and Coffin Bay via Proper Bay. Dependant on SA Water	More off road paths/trails for recreation	Liaise with SA Water and Lower Eyre Peninsula Council to determine if a feasibility study is supported.	SA Water and Lower Eyre Peninsula Council