

# 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.

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3	Final	ME	ME	January 2026

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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 planning initiatives and delivery actions as part of a 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.





# Vision

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

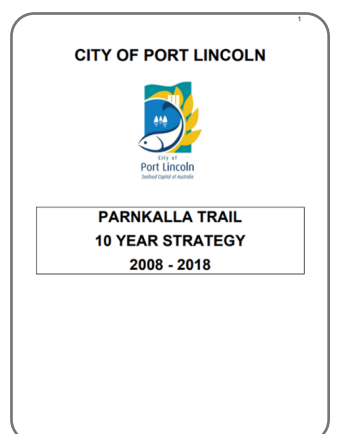
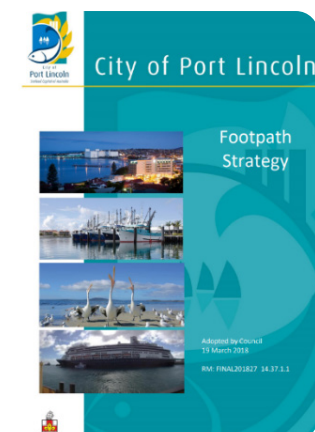
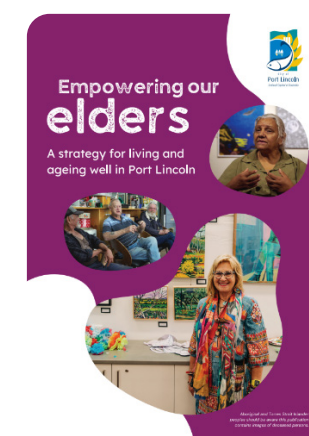
## Objectives

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%)<sup>1</sup>. 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



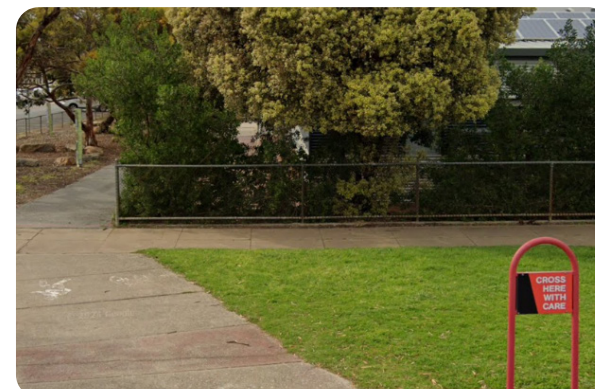
Being active and choosing a sustainable alternative travel mode gives more freedom and accessibility to residences, services, workplaces and open spaces.

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

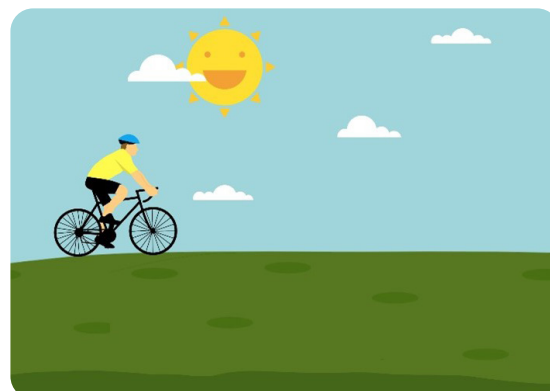


Port Lincoln has a diverse natural landscape including beaches, reserves and parks. Walking and wheeling access to and within these locations allows restoration and mindfulness and general wellbeing opportunities.

## Improve Mental Health and Wellbeing

An estimated 17% of Port Lincoln residents have mental or behavioural issues<sup>2</sup> (SEPRPHP 2023-2028)

Walking and cycling as part of regular physical activity can improve our mood leading to better mental health<sup>3</sup>



## 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 trips<sup>1</sup>.

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 region<sup>2</sup>. 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

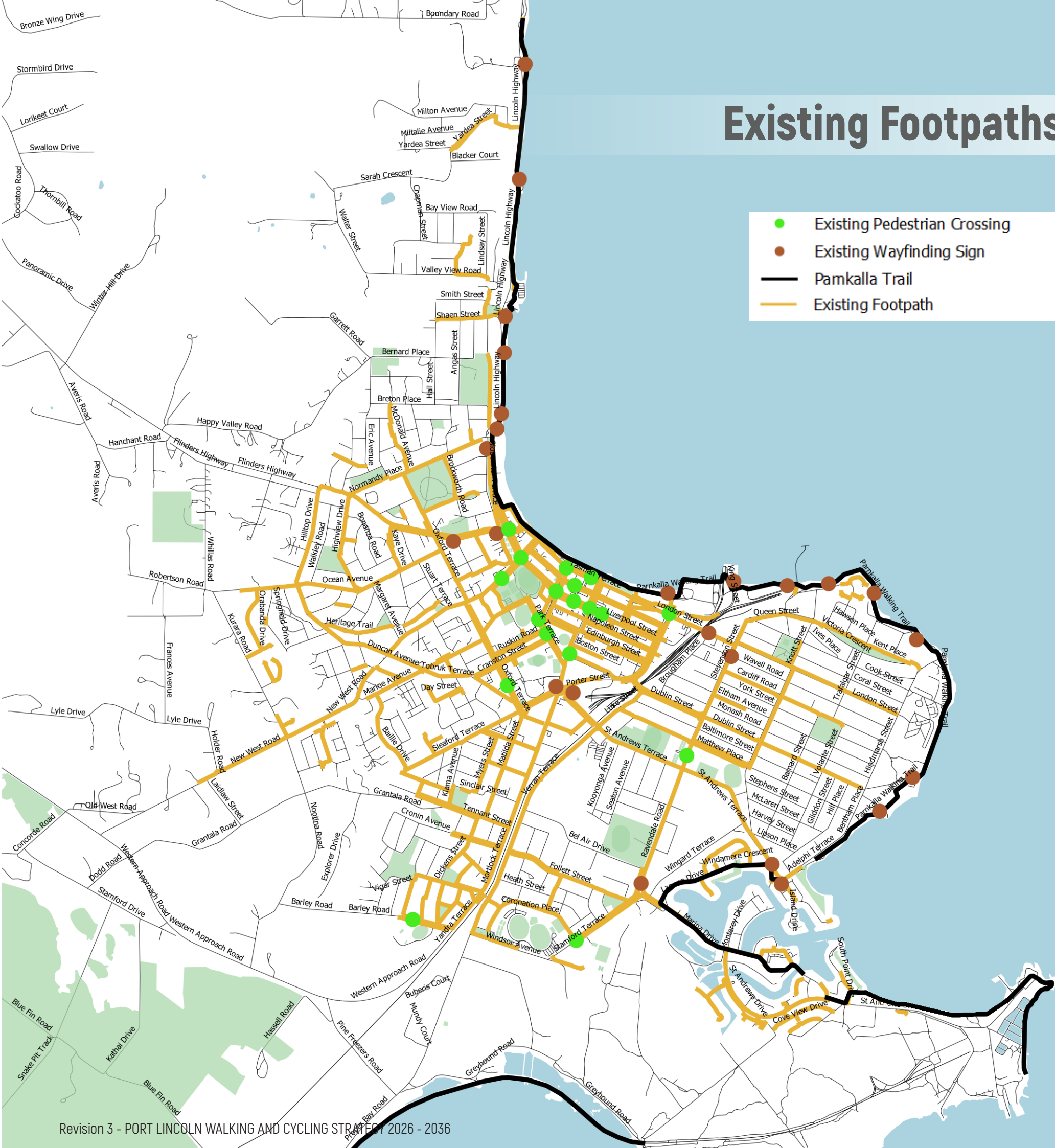


There are limited on road bicycle lanes within the city. They are signed to operate at different times restricting parking to prioritise cycling access. The lanes have historically been installed to support access to land use such as schools and open space. There is limited formal lockable bike parking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



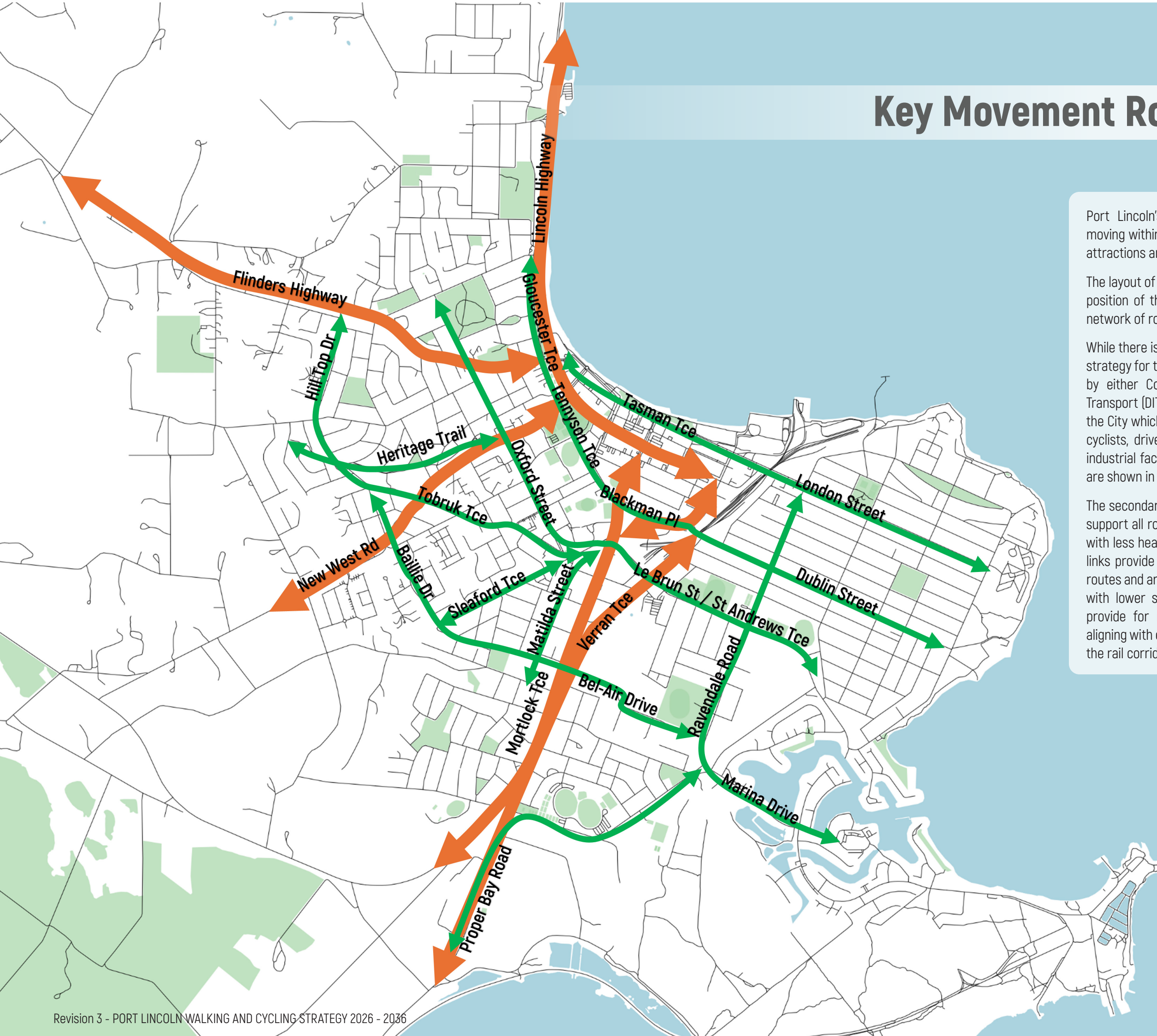
# Key Movement Routes and Links

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.

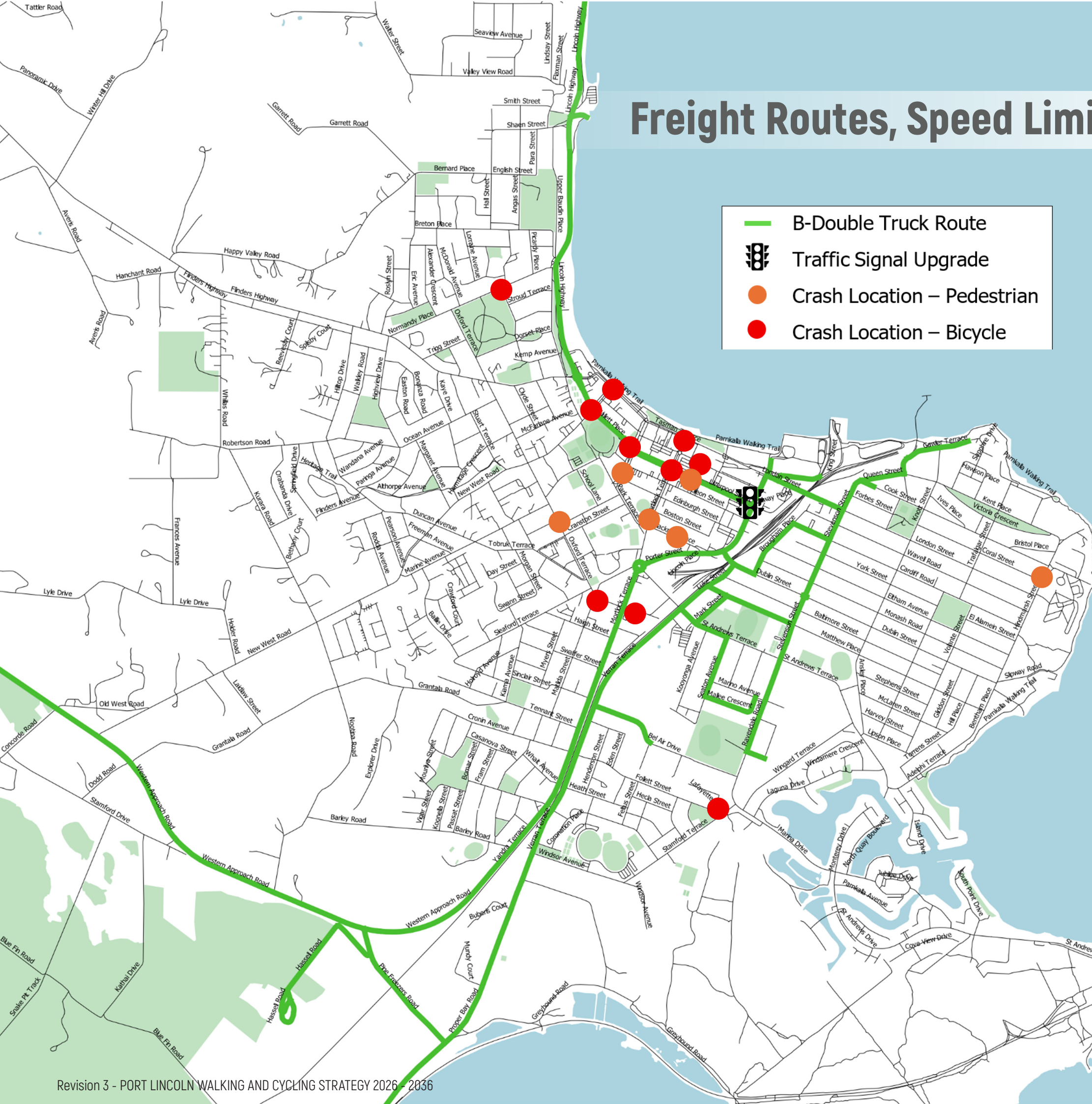
While there is no formal road hierarchy or greater transport strategy for the city, there are main arterial roads, managed by either Council or Department of Infrastructure and Transport (DIT) that form the primary routes into and out of the City which connect all road users including pedestrians, cyclists, 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.

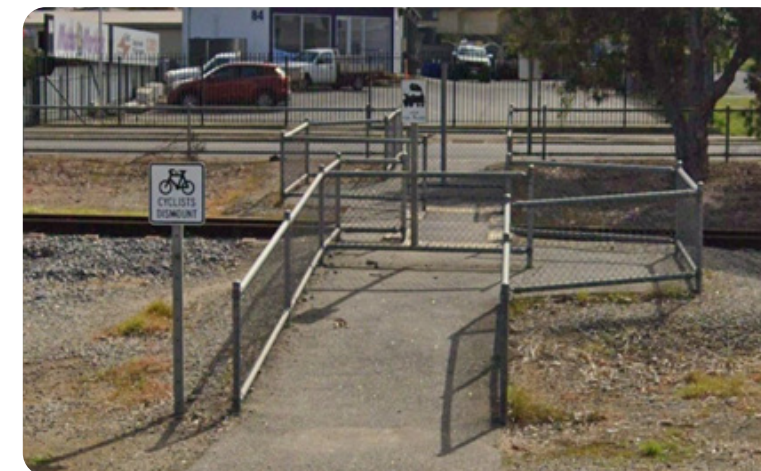
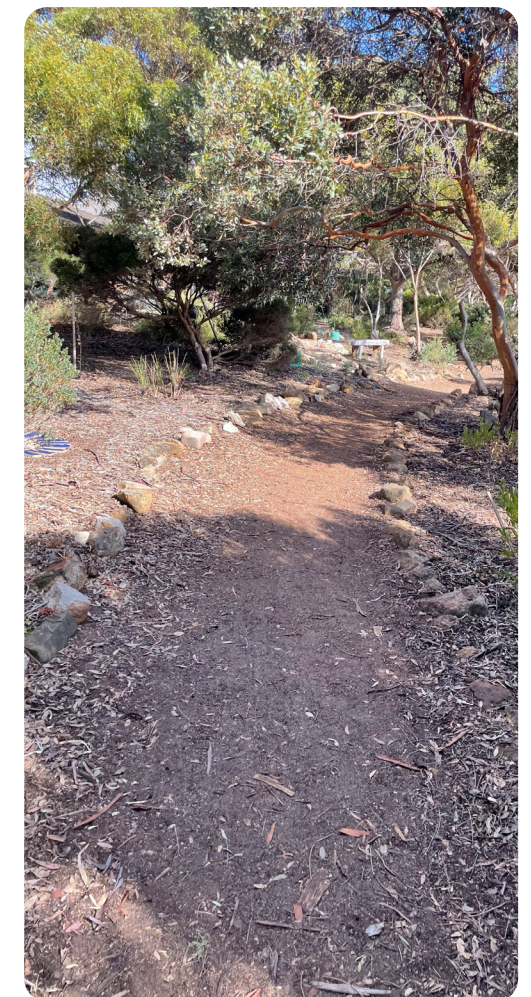
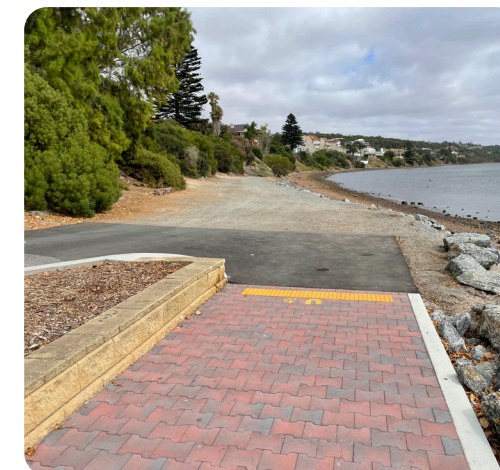
As part of the development of the walking and cycling strategy, the previous Parnkalla Strategy actions that are still considered relevant and appropriate have been adopted or expanded upon as proposed opportunities for further planning.



# 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.



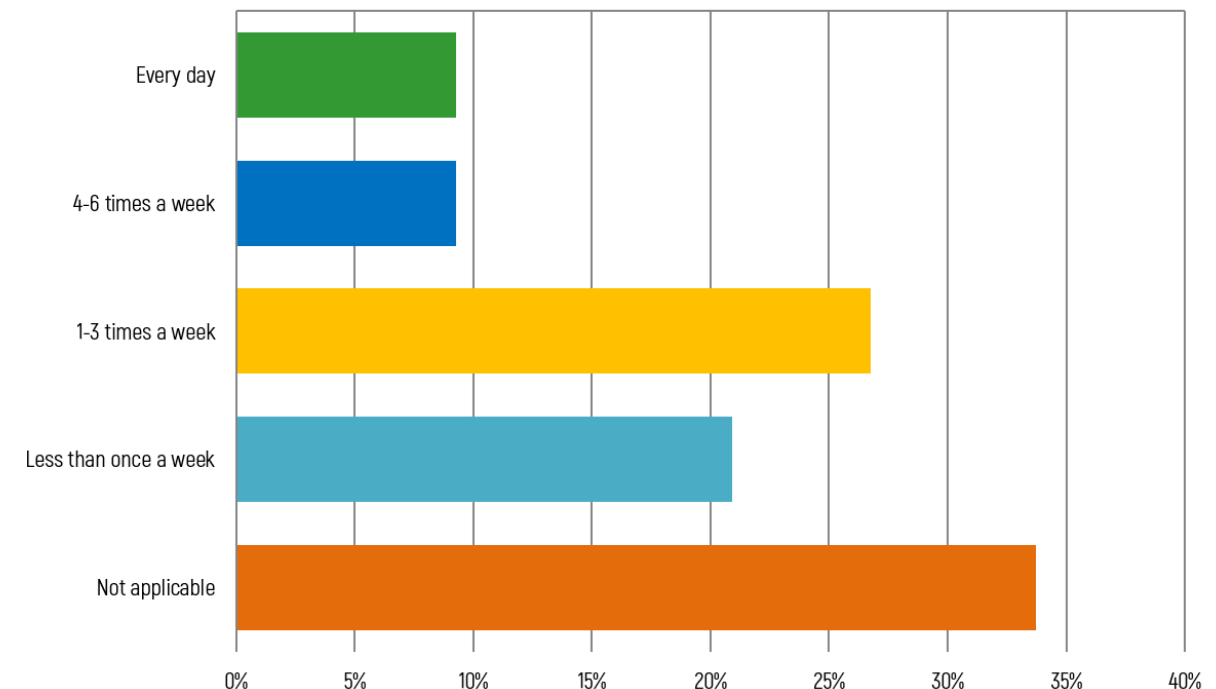
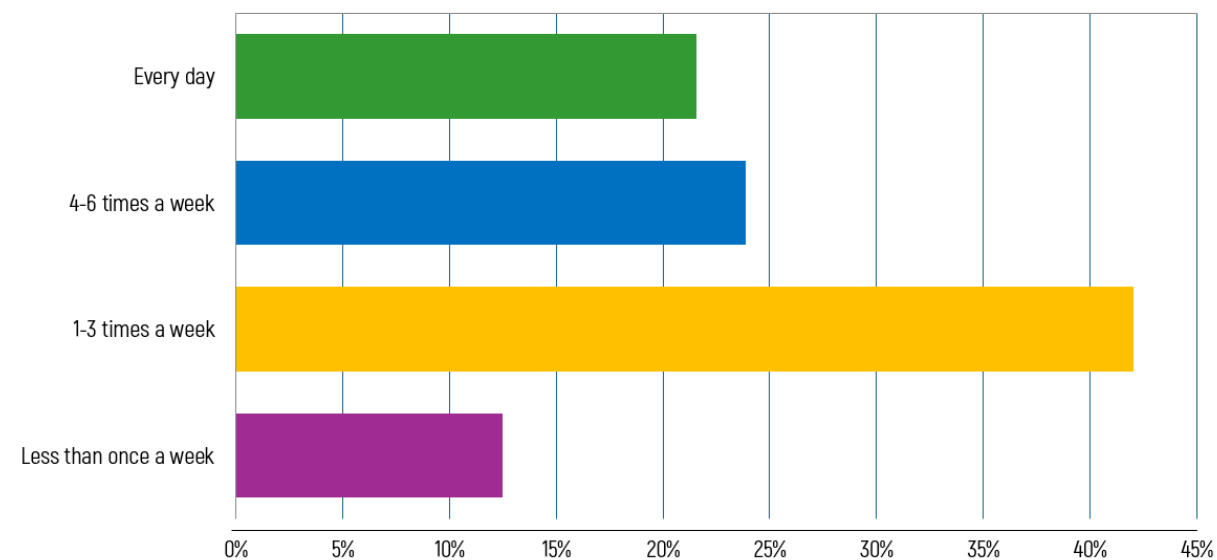


# Community Engagement

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:

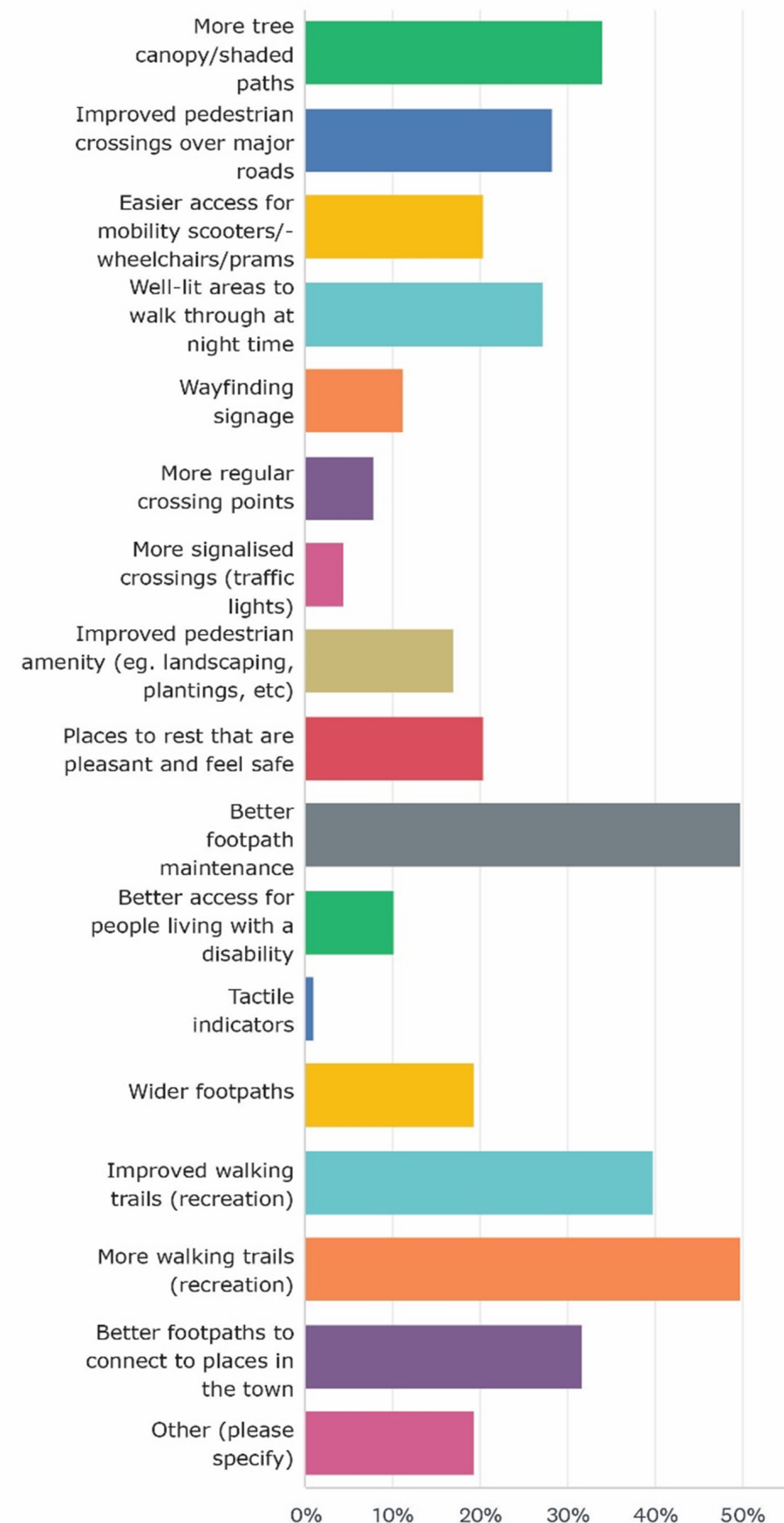
**42% of respondents go for a walk 1-3 times a week**

**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%)**

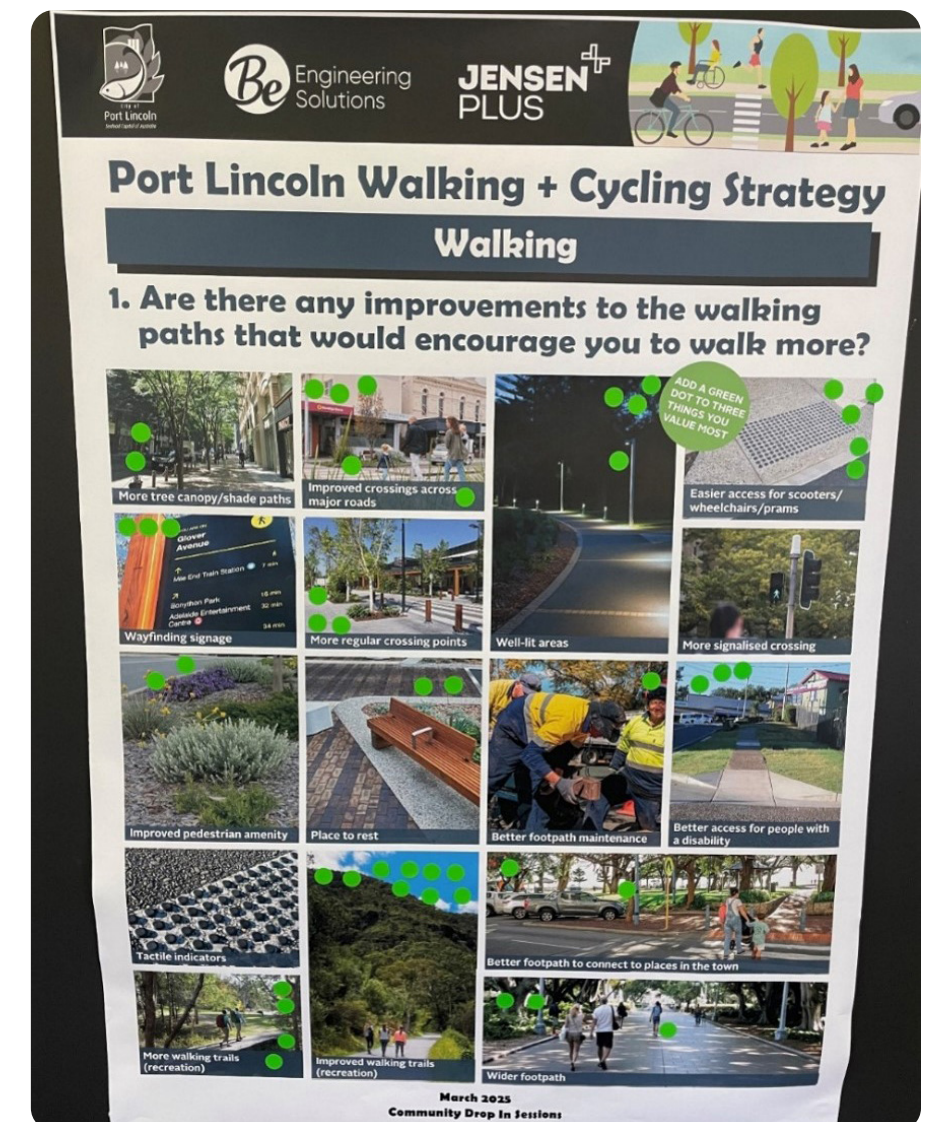




# Drop-In Session Top 5 Improvements - Walking

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

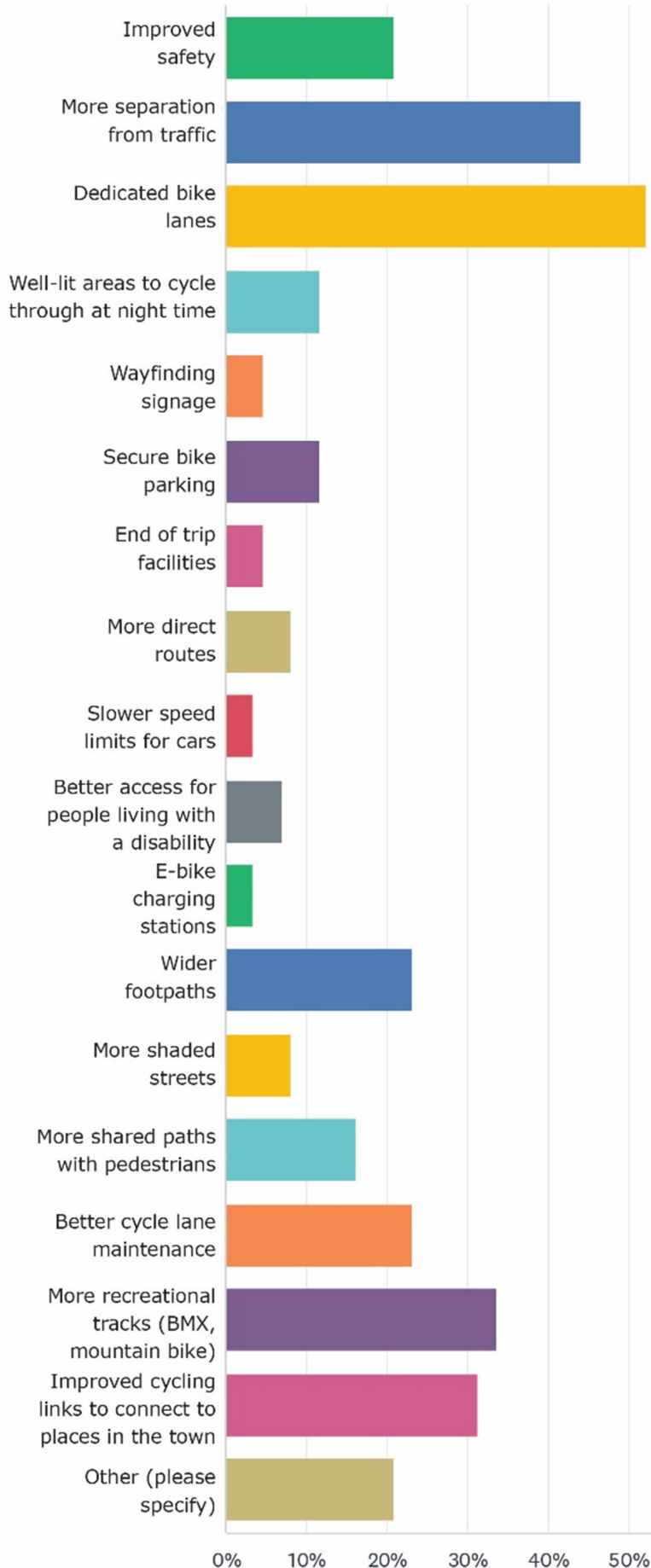




# Online Survey Top 5 Improvements - Wheeling

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%)



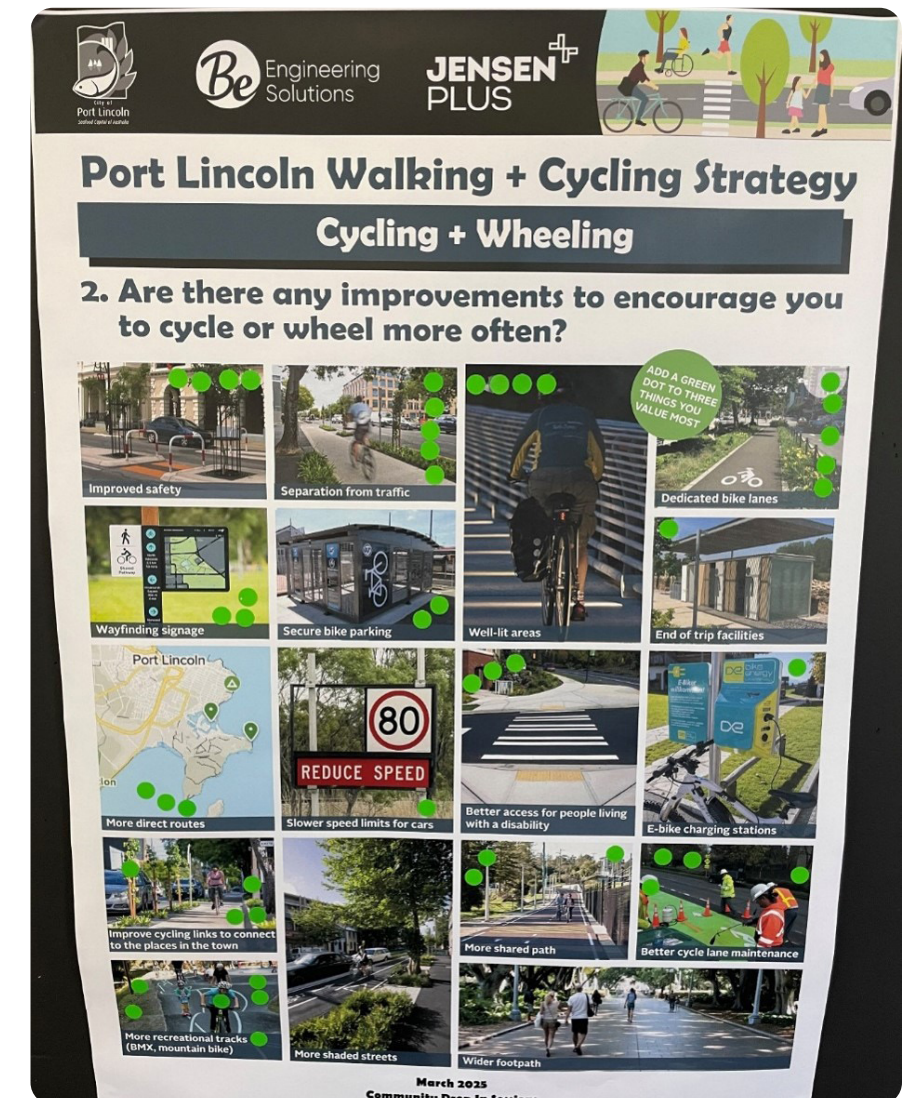




# Drop-In Session Top 5 Improvements - Wheeling

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

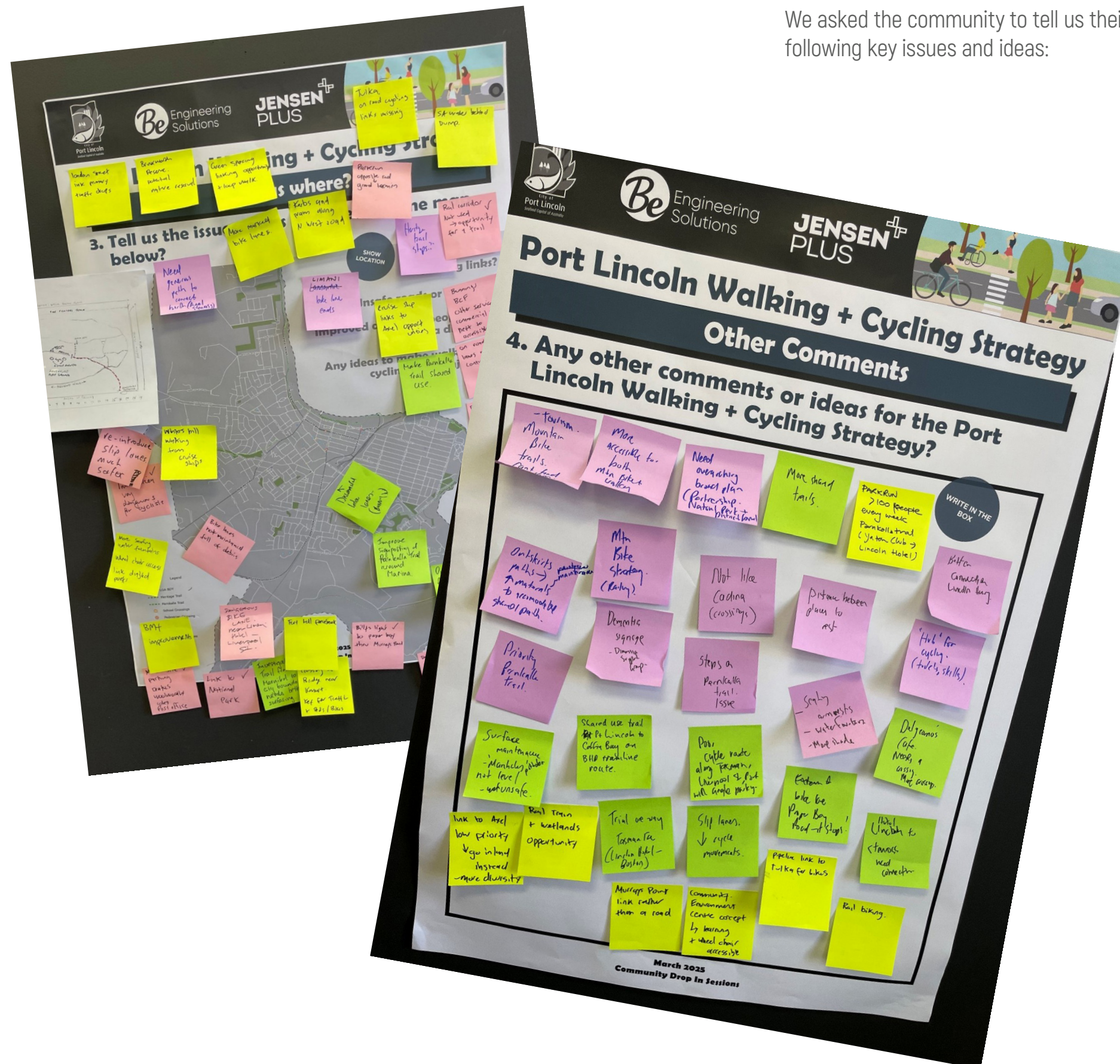
1. More recreational tracks (BMX, mountain bike)
2. Separation from traffic
3. Dedicated bike lanes
4. Improved safety and links to places in town
5. Better cycle lane maintenance





# Drop-In Sessions – General Issues and Gaps

We asked the community to tell us their issues, gaps and ideas and to show us on a map. This identified the following key issues and ideas:



1. Gaps in cycling links (**Connections to Axel Stenross, Bunnings, Billy Lights Point to Proper Bay through Murrays Point**).
2. The need for **continuous, safe bike lanes** that are well maintained.
3. **More walking/cycling linkages** (e.g foreshore, leisure centre, Winters Hill).
4. **Extension of the Parnkalla Trail and Heritage Trails** including opportunities for new or extended routes and **improved signage for wayfinding along Parnkalla Trail**.
5. **Safer intersections, improved accessibility** for prams wheelchairs and gophers. Infrastructure and paths suitable for all users.
6. Need for **more / upgraded BMX and Mountain Bike facilities**.



# 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.

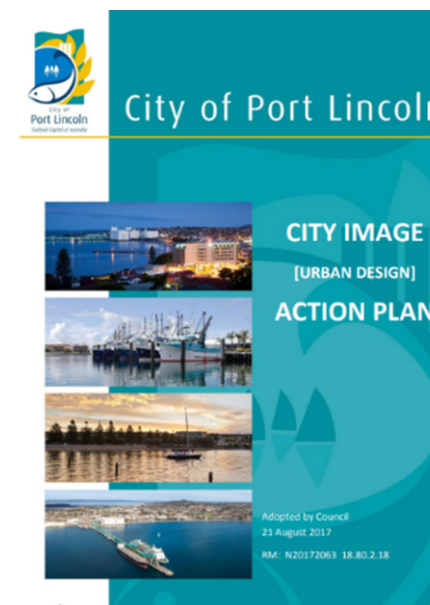
Pedestrian ramp crossings should be adopted at locations as close to the corners of intersections as possible to allow crossing at the shortest routes and connection points. Ramps need landing areas for mobility impaired users and tactile ground surface indicators in accordance with Australia Standards 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:
  - Initially considered for feasibility as being 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 or 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 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 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 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
<ul style="list-style-type: none"><li>• Annual Budget Allocation</li><li>• Delivery of walking and cycling planning initiatives or infrastructure projects</li><li>• Resident, worker and visitor satisfaction</li><li>• More new Council asset path and/or on road cycle lanes</li><li>• The number of planning initiatives delivered</li><li>• Changes to other agency assets that support walking and wheeling (ie DIT, rail owner)</li><li>• Customer complaints/responses</li></ul>	<ul style="list-style-type: none"><li>• Budget reviews and expenditure reporting</li><li>• Evidence of delivery of planning or capital works projects in accordance with proposed program and opportunities lists</li><li>• A follow-up community survey / profile to gauge/ realise any change in walking and cycling themes</li><li>• An increase in the path and cycling lane network</li><li>• A reduction in reported pedestrian or cyclist related crashes</li></ul>	<ul style="list-style-type: none"><li>• A more user friendly city for residents and visitors</li><li>• A more connected walking and cycling network</li><li>• More connected streets and safer travel for residents</li><li>• Resident / customer satisfaction</li></ul>



# 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



# Capital Works Program and Opportunities



Annual Capital Works Program

Number	Location	Issue / Gap	Comments	Key Themes	Actions	Indicative Cost	25/26	26/27	27/28	28/29	29/30	30/31	31/32	32/33	33/34	34/35
New/ Upgrade Paths and Ramps																
1	Stamford Tce & Windsor Ave (Navigator College) <a href="#">LOCATION</a>	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 <a href="#">LOCATION</a>	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 <a href="#">LOCATION</a>	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 (Kirtan Point Primary School) <a href="#">LOCATION</a>	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 <a href="#">LOCATION</a>	Footpath Gap	As identified in the Open Space Strategy	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 <a href="#">LOCATION</a>	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 <a href="#">LOCATION</a>	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 <a href="#">LOCATION</a>	Missing links between Kindy and Pioneer Park and main road	Link Trigg Street Reserve to Pioneer Park 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 <a href="#">LOCATION</a>	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	



Annual Capital Works Program

Number	Location	Issue / Gap	Comments	Key Themes	Actions	Indicative Cost	25/26	26/27	27/28	28/29	29/30	30/31	31/32	32/33	33/34	34/35
10	Dutton Street <a href="#">LOCATION</a>	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 <a href="#">LOCATION</a>	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 <a href="#">LOCATION</a>	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 <a href="#">LOCATION</a>	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 <a href="#">LOCATION</a>	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 <a href="#">LOCATION</a>	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 <a href="#">LOCATION</a>	Footpath Gap	Make the park accessible for all	Improved crossing provisions, More links, reduced gaps	Extend footpath within the park to footpath along Dickens Street with ramps	5k										5k
17	Monterey Drive <a href="#">LOCATION</a>	Lack of Footpaths along Monterey Drive	Light poles east side and verge grades up to dense vegetation Landscaping in road reserve and parking occurring on west side	Improved crossing provisions, More links, reduced gaps	Construct footpath on west side	40k										40k
18	Springfield Drive <a href="#">LOCATION</a>	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 to encourage trips by bicycle	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 (Blight Street) to the Marina either via the rail corridor or the on-road route at key decision points i.e Blight Street, Mortlock Terrace, Le Brun Street, St Andrews Terrace, Ravendale Road and Marina Drive. Add wayfinding signage to Bunnings intersection	15k						15k				
					Total	602k	52k	65k	65k	60k	60k	55K	60k	55k	65k	65k



# Opportunities – For Council

Number	Location	Issue / Gap	Comments	Key Themes	Opportunity	Scope	Priority
23	a) Stamford Tce & Windsor Ave <a href="#">LOCATION</a> b) Rivedale Road and Stevenson St <a href="#">LOCATION</a> c) Verran Tce <a href="#">LOCATION</a> 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 lanes 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) <a href="#">LOCATION</a> b) Denmark Dr, Stuart Tce, Hermitage Cr, McFarlane Ave <a href="#">LOCATION</a> c) Tyler Street and Simmons Street <a href="#">LOCATION</a> d) Stevenson Street <a href="#">LOCATION</a> e) Laguna Drive and Calais Ave <a href="#">LOCATION</a> 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 sharrow 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 sharrow are not supported, then bicycle wayfinding signage is alternative option	Feasibility and scoping required	1
25	Happy Valley Cemetery / Fort Hell <a href="#">LOCATION</a>	There is a lack of formal mountain bike trail / park	Existing tracks behind the Happy Valley Cemetery called Fort Hell	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 <a href="#">LOCATION</a>	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



# Opportunities – For Council

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 <a href="#">LOCATION</a>	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 <a href="#">LOCATION</a>	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 <a href="#">LOCATION</a>	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 <a href="#">LOCATION</a>	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 <a href="#">LOCATION</a>	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 <a href="#">LOCATION</a>	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 <a href="#">LOCATION</a>	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



Opportunities – For Council

Number	Location	Issue / Gap	Comments	Key Themes	Opportunity	Scope	Priority
42	Tobruk Tce, Goode Ave, Cranston St intersection <a href="#">LOCATION</a>	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 <a href="#">LOCATION</a>	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 <a href="#">LOCATION</a>	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 <a href="#">LOCATION</a>	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 <a href="#">LOCATION</a>	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) <a href="#">LOCATION</a>	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	



# Opportunities – For Council and Other Agencies

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	DIT
56	Verran Tce <a href="#">LOCATION</a>	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	DIT
57	Mortlock Tce (between Sleaford Tce Roundabout to Liverpool St Roundabout) <a href="#">LOCATION</a>	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 <a href="#">LOCATION</a>	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 <a href="#">LOCATION</a>	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 Street <a href="#">LOCATION</a>	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 <a href="#">LOCATION</a>	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 <a href="#">LOCATION</a>	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 <a href="#">LOCATION</a>	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 <a href="#">LOCATION</a>	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 <a href="#">LOCATION</a>	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 <a href="#">LOCATION</a>	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 <a href="#">LOCATION</a>	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 <a href="#">LOCATION</a>	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 <a href="#">LOCATION</a>	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 <a href="#">LOCATION</a>	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



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