



Doc 94280

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.	<p>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.</p>	-
	Reserve pathway	<p>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?</p>	-
2	Walking and Cycling Strategy	<p>Please see attached document</p>	Refer Attachment 1
3	Enhancements to Parnkalla Trail Submission	<p>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</p>	-

Respondent	Subject	Description	Attachments
		<p>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.</p> <p>I realise this means some native foliage will have to be cleared but I believe it will be to the greater good.</p> <p>I walk the Parnkalla trail with a companion and dog three times a week.</p> <p>Future Walking Trail along the Railway Line.</p> <p>I think if the Railway Line remains unused, a future long term project could be to have a walking /cycle trail along the side.</p> <p>I hope the Council can receive Government Funding to help pay for these projects.</p>	
4	Feedback invited on Draft Port Lincoln Walking and Cycling Strategy 2026-2036	<p>Thank you for your email.</p> <p>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.</p> <p>The current trail is unstable and dangerous for everyone why I don't use it myself/or with our children.</p> <p>I know this is something the council have been wanting to do for awhile.. fingers crossed it happens soon! 🙏</p> <p>So many positives to this from locals to tourists, cruise people, would make a fantastic walking trail in and out of our beautiful town.</p>	-

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	<p>Dear Council,</p> <p>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.</p> <p>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</p>	-

Respondent	Subject	Description	Attachments
		<p>option was for him to be wheeled out backwards by my husband as there was no room to turn around.</p> <p>If there was a user friendly trail it would promote a healthy lifestyle by encouraging the community, especially families to exercise. It would also draw 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.</p> <p>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.</p>	
9	Submission - Draft Port Lincoln Walking and Cycling Strategy 2026-2036	<p>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.</p> <p>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.</p> <p>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</p>	-

Respondent	Subject	Description	Attachments
		<p>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?</p> <p>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.</p> <p>A possible collaboration with Lower Eyre District Council could provide an opportunity for long cycling paths.</p>	
10	Bike and Walking trails	<p>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.</p> <p>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 leaving path hanging out over the cliff.</p>	-
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
		<p>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.</p> <p>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.</p> <p>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.</p> <p>The establishment of a shared use trail along the Viterra 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 Tulk and Lincoln National Park.</p>	
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	<p>In regard to the Draft Capital Works Program</p> <p>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</p>	-

Respondent	Subject	Description	Attachments
		<p>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.</p> <p>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).</p>	
15	Walking and Cycling Strategy	<p>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.</p>	-
16	Walking and Cycling Strategy	<p>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.</p> <p>Thank you for reading.</p>	-
17	Walking & Cycling Strategy	good idea	-
18	Walking & Cycling Strategy	<p>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.</p> <p>In conclusion, the condition and design of footpaths should be considered carefully to make the city more accessible for everyone.</p>	-

Respondent	Subject	Description	Attachments
19	Walking & Cycling Strategy	<p>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.</p> <p>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.</p>	-
20	Walking & Cycling Strategy	<p>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.</p>	-
21	Walking and Cycling Strategy	<p>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.</p>	-
22	Walking & Cycling Strategy	<p>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.</p> <p>but we need more to make port Lincoln comfortable and accessible.</p>	-
23	Walking & Cycling Strategy	more paths.	-

Respondent	Subject	Description	Attachments
24	Livability feedback	<p>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.</p> <p>Positive, the beach was clean Change, the paths for walking/riding.</p>	-
25	Walking and Cycling Strategy	<p>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 concentrating 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.</p>	-
26	Walking and Cycling Strategies	<p>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.</p>	-
27	liveability feedback	<p>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.</p> <p>Playground sidewalk: decently useable for disabled and non-disabled people. The condition is ok for the most part.</p> <p>As for how it could be improved, it could be smoother for easier accessibility for the disabled.</p>	-

Respondent	Subject	Description	Attachments
28	Liveability	<p>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.</p> <p>One thing that is good about Port Lincoln paths is that there are a lot of them.</p> <p>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.</p>	-
28	livability/feedback	<p>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.</p> <p>There are lots of paths in Port Lincoln.</p> <p>One thing I would change is to make paths more wheelchair accessible.</p>	-
30	liveability	<p>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.</p> <p>The thing I wanted to state about Port Lincoln accessibility is that the footpaths are decent but there is not many of them.</p> <p>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.</p>	-

Respondent	Subject	Description	Attachments
31	Liveability feedback	<p>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.</p> <p>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</p>	-
32	Liveability Feedback	<p>My name is [REDACTED], and I am in year 7 at Port Lincoln High School. We have been learning about liveability in HASS.</p> <p>We went on an excursion to the front street last week to look at accessibility and liveability.</p> <p>What is good about Port Lincoln:</p> <ul style="list-style-type: none"> • 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. <p>What would you change about Port Lincoln:</p> <ul style="list-style-type: none"> • More wheelchair friendly paths. • More side paths. <p>Improved side paths for better safety.</p>	-
33	Liveability Feedback	<p>My name is [REDACTED], and I am in year 7 in Port Lincoln High School. We have been learning about liveability in HASS.</p> <p>We went on an excursion to the front street last week to look at accessibility and liveability.</p>	-

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	<p>Goods and bads about Port Lincoln</p> <p>My name is [REDACTED], and I am in year 7 in Port Lincoln high school.</p> <p>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.</p> <p>A positive about Port Lincoln is the playground is a new construction and in good quality.</p> <p>A negative about Port Lincoln is that the foot paths are too skinny for multiple people and wheelchair users.</p>	-
35	Walking and cycling strategy	<p>Thank you for the opportunity to comment on the very comprehensive proposed Walking and Cycling Network.</p> <p>My concerns relate to the Parnkalla Coastal Trail.</p> <p>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.</p> <p>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</p>	-

Respondent	Subject	Description	Attachments
		<p>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.</p> <p>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.</p> <p>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.</p>	

[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-tyred 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 Tail 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. Short comings 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.
- iii) I 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.
- iv) Page 23. The 'upgrade of the Parnkalla Trail' is not sufficiently well defined. I strongly oppose the widening or sealing of any part of the Parnkalla Walking Tail that passes along or through native vegetation or

along any beach. (I do, however, support the idea of an extension of the Parnkalla Walking Trail that may be multi-purpose on Murray's Point.)

- v) 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.
- vi) 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-tyred 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.
- vii) 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]. Surely the consultants are not deliberately leaving out the word 'walking' because of a preconceived plan that this should not remain a walking trail.
- 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

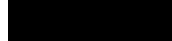






DRAFT WALKING AND CYCLING STRATEGY 2026-2036

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 wayfinding (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 of 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.

