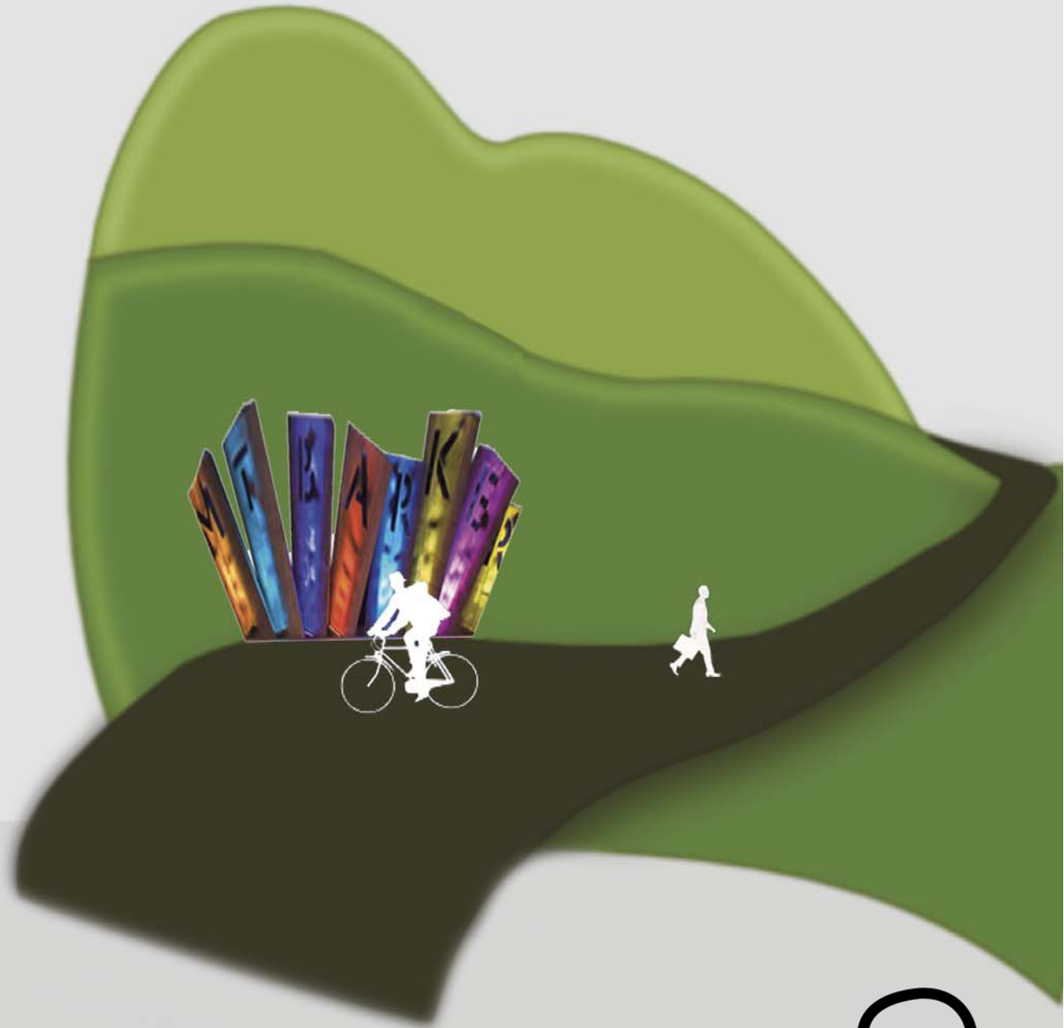

Mount Barker, Littlehampton and Nairne

Trails Plan

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1. Introduction

Purpose

This Trails Plan is a key phase in the strategic program for trails development in, and around, Mount Barker, Littlehampton and Nairne. **As a guiding document, the Trails Plan provides an over-arching vision, guiding principles and indicative trail routes.**

The Trails Plan identifies an integrated trails system based around a Primary Trail route linking the town centres and key places within Mount Barker, Littlehampton and Nairne. Trail types and supporting elements are identified and illustrated examples are provided. Adoption of the vision, plan and strategies of the Trails Plan will lead to the preparation of detailed designs for the realisation and implementation of works in the public realm.

The Trails Plan informs Council's decisions, projects and proposed works according to funds available. The document means Council is well-placed to seek external funding support to assist with the implementation of recommendations. It also provides an objective measure for trail requirements in new developments through determining standards, locations and to ensure consistency and connectivity with the existing trails network.

Background

The district incorporating Mount Barker, Littlehampton and Nairne is continuing to experience enormous growth in both residential and commercial land uses. This is largely due to the transport accessibility provided by the South Eastern Freeway, affordable housing availability, the benefits and attraction of a country lifestyle close to a large urban centre and availability of land suitable for subdivision.

Many new strategies are necessary to cater for this additional growth and to manage the social, environmental and physical infrastructure pressures that can, if poorly managed, undermine the characteristics that make the District attractive in the first place. One of these strategies concerns managing a pedestrian and cycle movement network to ensure a safe, equitable and planned network into the future.

A trails network will:

- enable safe movement of pedestrians and cyclists within and between townships;
- provide recreation opportunities;
- encourage healthy lifestyles; and
- reduce the environmental and social impacts of vehicle use.

To help achieve these outcomes, the District Council of Mount Barker has endorsed the development of a Trails Plan for the area incorporating Mount Barker, Littlehampton and Nairne and surrounds.

Project Objective

The primary objective is :

> ***to plan for the development of new trail infrastructure to coincide with existing, new and future residential development areas and new and existing transport infrastructure***
>
> (project brief)

This objective recognises the importance of integrating existing networks and connections with new and future works to ensure an efficient and responsive trails network that is well used and enjoyed by both recreational and commuter users.

Community Feedback and Consultation

Community involvement and consideration of responses is a key aspect of the project. Community views are valued and make an important contribution to the Trails Plan.

Preliminary consultation was undertaken with key stakeholders, including SA State Government departments, DCMTB Elected Members, adjoining Councils, local schools and child care centres and community groups including resident and traders associations.

The main round of consultation presented the draft Trails Plan to general public and key stakeholders. A feedback sheet provided the opportunity to comment and provide input to the draft Trails Plan prior to finalisation.

Community and stakeholder input and feedback was compiled in consultation reports and informed the Final Trails Plan Report.

Report Structure

The Trails Plan is structured into six (6) parts:

Part 1: Introduction
Part 2: Existing Places, Trails and Issues
Part 3: Vision and Principles
Part 4: Trails Plan
Part 5: Trail Strategies
Part 6: Action Plan

Study Area

The district of Mount Barker, Littlehampton and Nairne is located east of metropolitan Adelaide in the central Mount Lofty Ranges (refer figure below). The townships are approximately 35kms from Adelaide when accessed from the South Eastern Freeway. The township of Mount Barker operates as a regional service centre for the central Mount Lofty Ranges Region providing a wide diversity of retail, commercial, institutional and business activities and services.

The district is varied – from largely rural to a diverse mix of rural, peri-urban and urban land uses. Rapid development and population growth has led to a period of retail and commercial expansion and investment, particularly in the town of Mount Barker. This development has placed infrastructure, community services, environmental assets, and rural land under increasing pressure.

There is an ongoing challenge to ensure that the rapid growth occurs in a way that protects the very things that make the area special – the qualities that attract people to the region in the first place. It is intended that future development meets the community's aspirations for living, working and visiting the district, including the ease and safety of movement within and between major population centres.

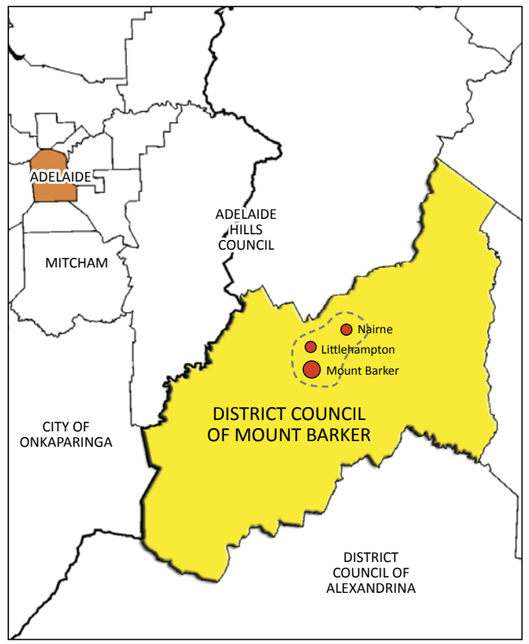


Image Source: Adapted from Mount Barker (DC) Development Plan

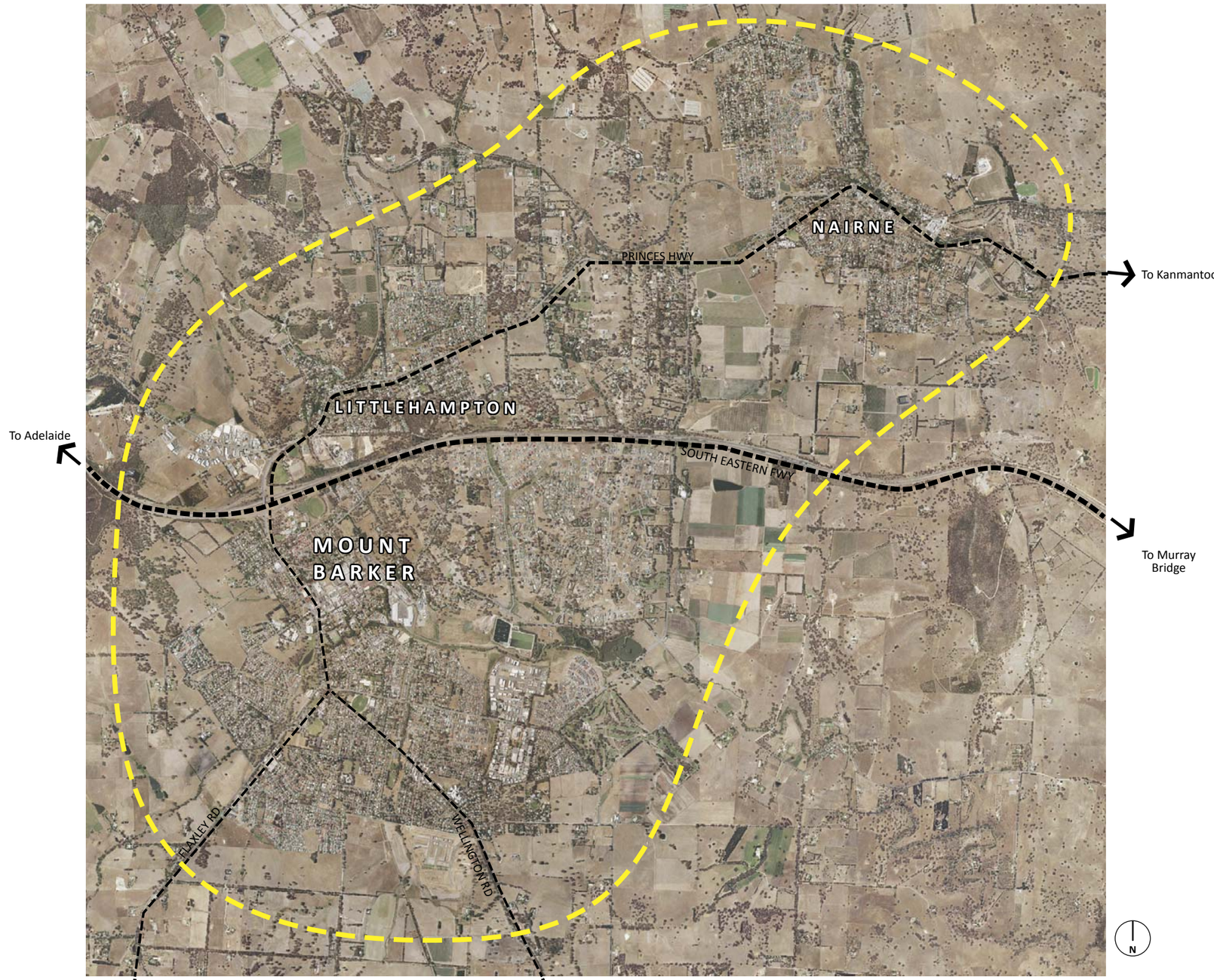


Image Source: Council GIS system

Background Documents

This section summarises the background documents and previous studies relevant to the Trails Plan. This project recognises the relevant aims, actions and strategies of these documents.

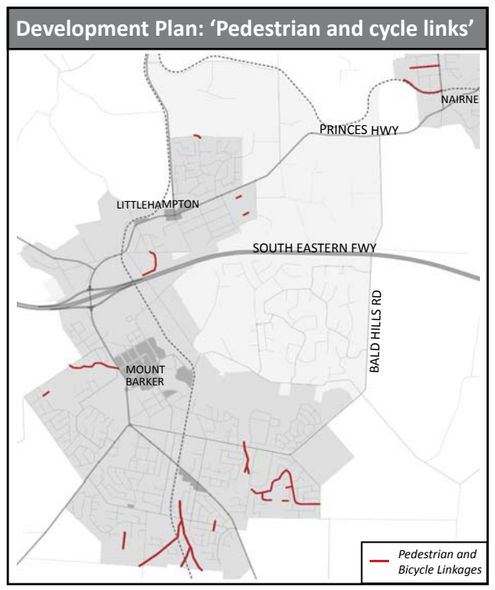
Mount Barker (DC) Development Plan (consolidated 7 January 2010)

The Mount Barker (DC) Development Plans sets the objectives and principles of development control as well as detailed policies relating to particular zones in the District Council of Mount Barker. Of most relevance to this study is the following:

> **Movement of People and Goods**
> ***Objective 47:*** *Provision of safe, pleasant, accessible, integrated and permeable pedestrian and cycling networks.*
>
> ***Mount Barker, Littlehampton & Nairne Townships – Broad-hectare Land***
> *Opportunities for integration with existing adjacent residential areas should be maximised through techniques such as linear pedestrian and cyclist path connections and the distribution and layout of public open space. Movement networks should provide for and encourage walking, cycling and the use of public transport.* (emphasis added)
>
> ***Residential Development***
> ***PDC 28:*** *The design of land division should enable the provision of an integrated network of footpaths, bicycle routes and shared paths which are accessible, safe and of convenient width and longitudinal gradient for pedestrians and cyclists, including the aged, the very young, people with prams and in wheelchairs and people with disabilities.* (emphasis added)

Concept Plans (Figure R/1 to R/8)
The Development Plan includes concept plans for Residential Development areas that identify 'Pedestrian and Bicycle Linkages'. The development of these areas will require 'the installation of a sealed pedestrian and bicycle link'.

The linkages identified in these plans connect the subject site with the immediate adjoining area, however do not appear to be based on an overall trail network. A compilation of these plans is included below.



DCMTB Recreational Trails Strategy 2006-2010

The Mount Barker Recreational Trails Strategy 2006-2010 was endorsed by Council in 2006 and broadly guides Council and community when considering recreational trail development and management. The Strategy lists the existing and potential trails and provides Strategies and an Action Plan for the development and management of trails in the District. This document provides valuable trail context and strategies for the Council-wide area.

30 –Year Plan for Greater Adelaide

The final 30-Year Plan for Greater Adelaide was released in February 2010. During the next 30 years, the Plan will be used by State Government Agencies and Councils to plan infrastructure and services and guide development decisions. The key driver for the production of this plan is to ensure planning is geared to deal with high population growth scenarios.

Interpretation of the State Government 30-Year Plan for Greater Adelaide suggests population growth within Mount Barker and surrounding areas will exceed historical growth, and is expected to be approximately 5 percent per annum.

The 30-Year Plan for Greater Adelaide has the following transport recommendations for the Mount Barker area:

1. *Bald Hills Upgrade and an additional freeway interchange.*
2. *A ring-route to the south/south-east of Mount Barker Township.*
3. *Potential Mass Transit (indicative only) from Adelaide to Mount Barker.*

(The 30-Year Plan for Greater Adelaide)

The 30-Year Plan also indicates areas for township expansion which led to the preparation of the Minister's Mount Barker Urban Growth Development Plan Amendment (DPA).

Minister's Mount Barker Urban Growth Development Plan Amendment (DPA)

Following the 30-Year Plan for Greater Adelaide the State Government has rezoned about 1300 hectares of land for urban development to support at least 7000 new dwellings. The DPA includes a structure plan indicating a 'Key Pedestrian/Bicycle Network'. The DPA is considered as part of this Trails Plan.

Leisure, Recreation & Sport: Regional Recreation Precinct Study (2006)

This study investigates the recreation, leisure and sport facilities of the District Council of Mount Barker. It focuses on options and priorities for regional recreation infrastructure.

Community Recreation and Sport Plan (2004 – 2007)

The Community Recreation and Sport Plan provides an overview of recreation and sporting facilities and sets the future direction of recreation and sport provision in the District Council of Mount Barker. The study identifies the popularity of walking and jogging in the local community and use of the Linear trail. It notes the need to improve lighting and signage/interpretation of trails in the District and opportunity to establish cycling and horse trails.

Trails SA – Sustainable Recreational Trails Guidelines

This document provides guidelines to assist the planning, development, construction, management and promotion of recreational trails. It provides an overview of the relevant legislation, strategic documents and Government Departments which are involved in the planning, development and management of recreational trails – and also includes more specific detail and guidance for the development of new trails.

The District Council of Mount Barker – Strategic Plan 2009-2019

The Strategic Plan identifies this Study and endorses Council's support in working with the community and stakeholders in further developing trails in the District. The development of this Trails Plan directly addresses Target 29 of the Strategic Plan.

DCMTB – Shared Pathway & Cycle Way Design & Construction Specifications

This document sets out the standards and requirements related to the provision of cycle ways and pathways in the District Council of Mount Barker.

DCMTB Transport Master Plan (2009)

The Transport Master Plan reviews the current and future transport needs of the District Council of Mount Barker. The plan addresses five key areas of Future Growth, Public Transport, Walking and Cycling, Road Safety and Travel Demand Management, and suggests short-, medium- and long-term outcomes and strategies for each of these. Of most relevance is Section 3: Walking and Cycling, with the Outcome for 'increased levels of walking and cycling in the District Council Area.' Bicycle strategies in the Master Plan refer to the 'Bicycle Master Plan' by QED. Walking strategies are based around a 'pedestrian-box' concept for the Mount Barker Central Business District.

Mount Barker Littlehampton and Nairne Bicycle Master Plan (2003)

The Bicycle Master Plan is referenced as part of the development of the Transport Master Plan. It proposes a two-layered approach for the cycle network with facilities for:

- less-experienced and recreational cyclist; and
- experienced and training cyclists via on-road space.

Principles and strategies of the plan aim to integrate cycle facilities into the existing future development areas over a 20-year implementation period.

This Trails Plan provides an additional layer to the recommendations of Bicycle Master Plan and offers an holistic vision for key trails development, taking into account recent development and new growth areas as identified in the proposed Ministerial Development Plan Amendment (DPA).

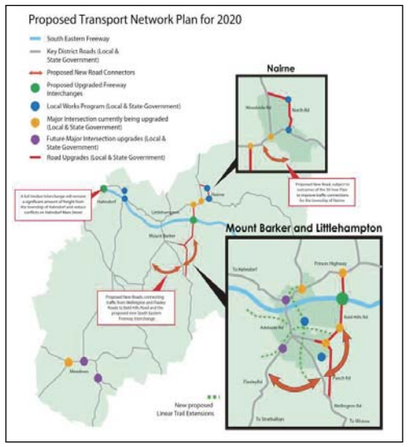


Image Source: DCMTB Transport Master Plan

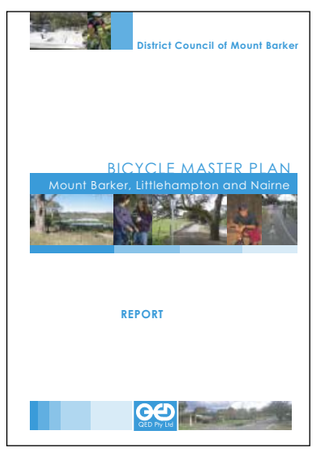


Image Source: Bicycle Master Plan (QED)

Issues and Response

Preliminary Consultation Summary

Preliminary Consultation was undertaken with key stakeholders including SA State Government departments, DCMTB Elected Members, adjoining Councils, local schools and child care centres and community groups including resident and traders associations. A separate Preliminary Consultation Report has been prepared and is available on request. The following is a summary of the key issues identified by the stakeholders in regard to trails in the Mount Barker, Littlehampton and Nairne area.

1. Safety

Respondents raised particular concern with:

- arterial roads (Princes Hwy, Adelaide Rd, Bald Hills Rd) with their high traffic volumes and high vehicle speeds;
- safety for cyclists (lack of safe cycling environments);
- lack of lighting on existing trail and road connections; and
- safety for school children going to and from school.

Response:

- Where possible set-back trails from the carriageway or provide appropriate safety barriers and fencing. Investigate opportunities for strategic land purchases or land management agreements for trail connections over private land.
- Trail alignments to minimise blind spots and conflict with surrounding infrastructure including buildings, fence lines and stormwater.
- Provide lighting in key locations for safety of pedestrians, cyclists and motorists. Ensure intersections and entries are suitably lit.
- Trails to connect with local schools. Careful consideration is given to road and rail crossings and compliance with Crime Prevention Through Environmental Design (CPTED) principles.

2. Access and Usability

Respondents also identified access and usability as a key issue, noting that trails:

- need to be easily accessible and conveniently located.

Response:

- Provide appropriate trail connections and access to local places and destinations.
- Co-ordination of access for pedestrians, wheelchairs, gophers, cyclists and emergency/maintenance vehicles.
- Connect and link existing trail segments with the wider trail network.
- Consider Disability Discrimination Act (DDA) requirements and access for the ageing population.
- Link trails to public transport (including Park ‘n’ Ride).

3. Amenity

Respondents noted that trails are to be well-maintained, attractive and supported with amenities such as shade, seats, toilets and drinking fountains.

Response:

- Trails and supporting elements to be attractive and low-maintenance.
- Provide facilities such as seats and shade in suitable locations.
- Materials and supporting elements to be durable and robust.
- Native planting used to provide an attractive environment for trail users.

4. Freeway

Respondents noted the South Eastern Freeway as a significant barrier to walking and cycling between Mount Barker, Littlehampton and Nairne. They also noted:

- Childs Road underpass is in a poor state and requires upgrading.
- The ‘pinch-point’ at the Bald Hills Road freeway underpass.

Response:

- Explore opportunities to overcome the physical barriers imposed by road and rail infrastructure.

5. Environment

Respondents affirmed trails should be sensitive to environmental needs including retention of Significant trees and preservation of creek flood plains for new trail alignments.

Response:

- Trail alignments to avoid the need for removal of Significant trees.
- Trails to provide opportunity to improve degraded and unused land.
- Opportunity to remove invasive weed species and improve native vegetation along trail corridors, particularly adjacent to watercourses.
- Consider environmental impacts of trail development; for example impacts on native vegetation and water resources.
- Explore opportunities to provide educational content of the trail environment.

6. Signage

Respondents acknowledged the need for clear directional information along trails.

Response:

- Provide entry, directional and educational signage to support the new trails.

7. Trail user conflicts

Respondents identified the different needs of trail users. For example the differences between fast moving, on-road cyclist versus slow moving recreational cyclists, on shared-use trails.

Response:

- Trail network to provide facilities for different users and clearly identify intended users.

A separate Preliminary Consultation Report has been prepared and is available on request.

Draft Trail Plan Consultation

The main round of consultation presented the draft Trails Plan to general public and key stakeholders. A feedback sheet offered the opportunity to comment and provide input to the draft Trails Plan prior to finalisation.

The consultation findings reveal general support, interest and excitement for trails and their continued development in the Mount Barker, Littlehampton and Nairne area.

A separate Draft Trails Plan Consultation Report has been prepared and is available on request.

2. Existing Places, Trails and Issues

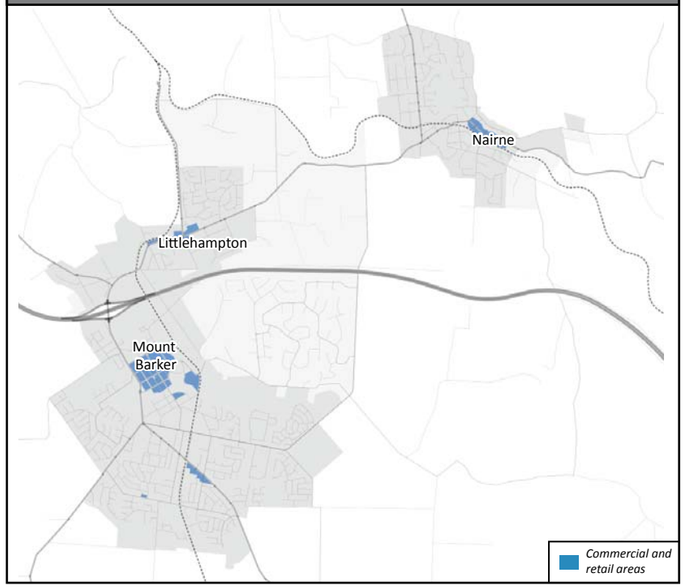
This section explores the key places / destinations and existing trails of the Mount Barker, Littlehampton and Nairne area. It also analyses the issues raised in preliminary consultation with key stakeholders. The information in this section helps describe the current infrastructure and sets the context for the future trails development in the area.

Key Places and Destinations

The key places and destinations within the Mount Barker, Littlehampton and Nairne area include:

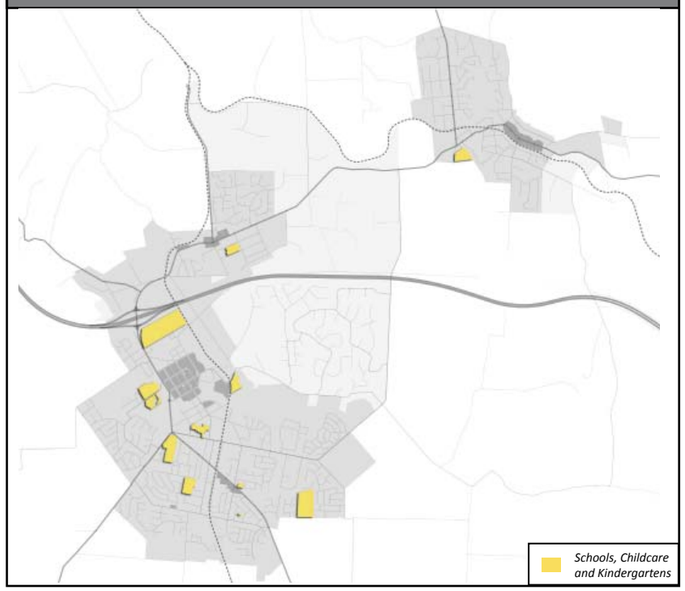
1. Key commercial and retail areas
2. Key recreation areas
   - Anembo Park, Laratinga Wetlands, key sports fields, Mount Barker Summit, Keith Stephenson Reserve, Totness Recreation Park, Adelaide Hills Recreation Centre and future recreation area (land east of Bald Hills Road recently purchased by Council).
3. Schools, Childcare and Kindergartens
   - Mount Barker Primary School, Mount Barker South Primary School, Nairne Primary School, Littlehampton Primary School, Mount Barker Waldorf School, St Mark's Lutheran Primary School.
   - Mount Barker High School, Cornerstone College, St Francis de Sales College.
   - TAFE SA Mount Barker Campus.
   - Mount Barker Kindergarten, Willow Close Preschool.
4. Aged care and retirement living
   - Including the Laurels Retirement Estate, Riverbank Retirement Village, Sash Ferguson Aged Care and various aged-care residential units.
5. Public transport
   - Public bus routes and Park 'n' Ride.
6. Development Plan Amendment (DPA)
   - Minister's Mount Barker Urban Growth Development Plan Amendment (DPA) including light industry, medium density housing area and Neighbourhood and Local Centres.
7. Playgrounds (public)
8. Pedestrian bridges
   - Various pedestrian bridges – most located along the Laratinga/ Linear Park Trail.
9. Footpaths
10. Other community facilities
    - Including post offices, hospital, churches and local halls.

1. Key Commercial and Retail Areas



2. Key Recreation Areas

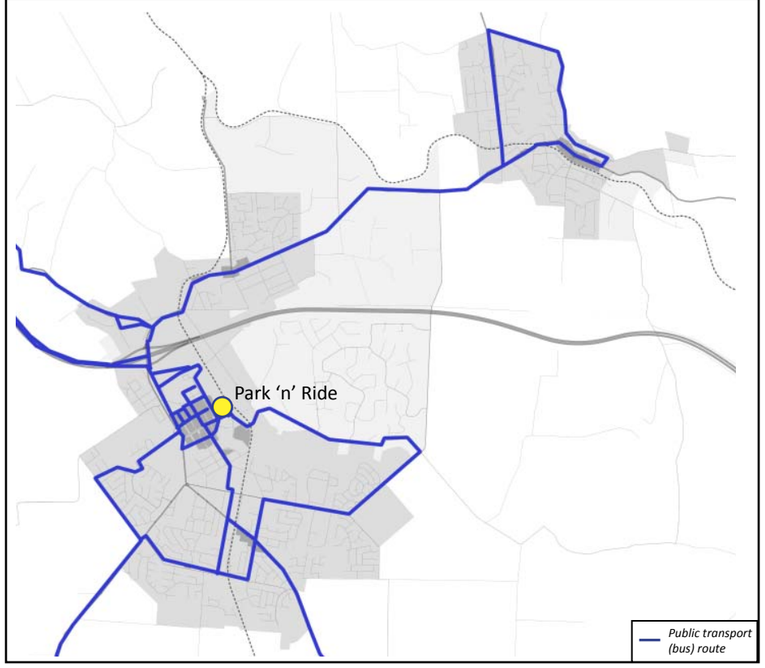
3. Schools, Childcare and Kindergartens



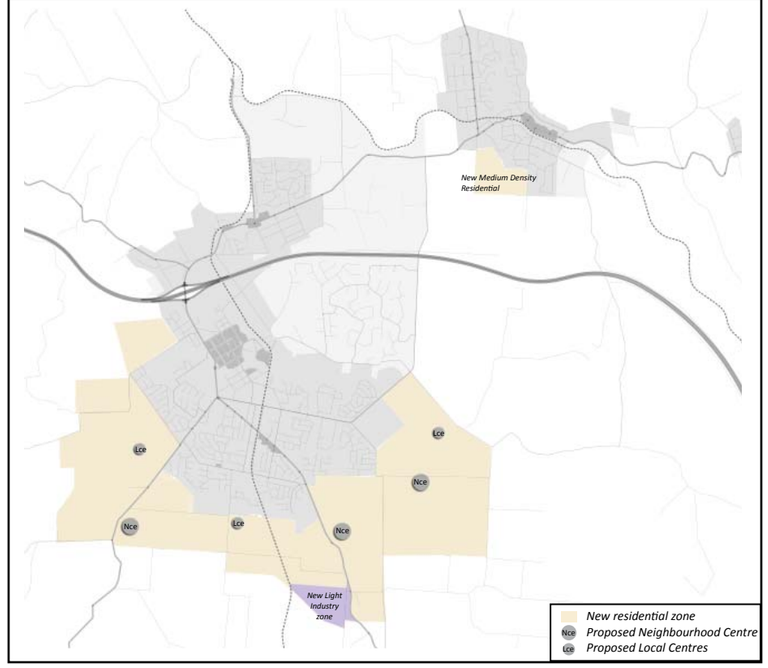
4. Aged care and retirement living

** Figures use data from DCMTB GIS database.*

5. Public Transport

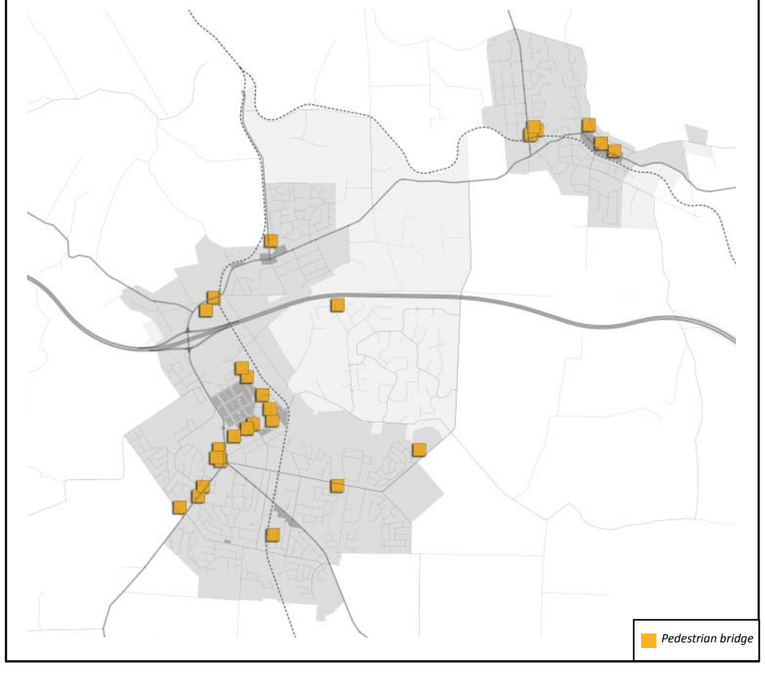


6. Development Plan Amendment (DPA) Area

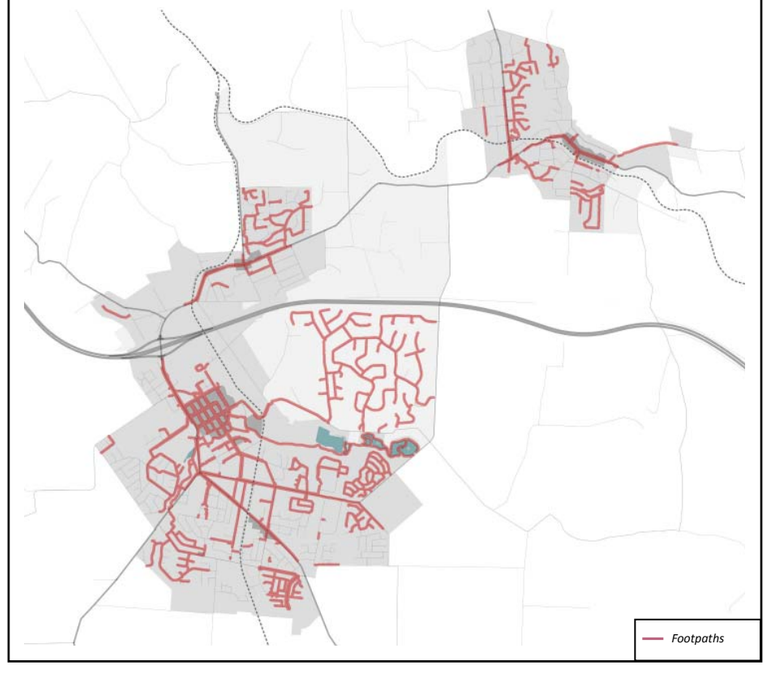


7. Playgrounds (Public)

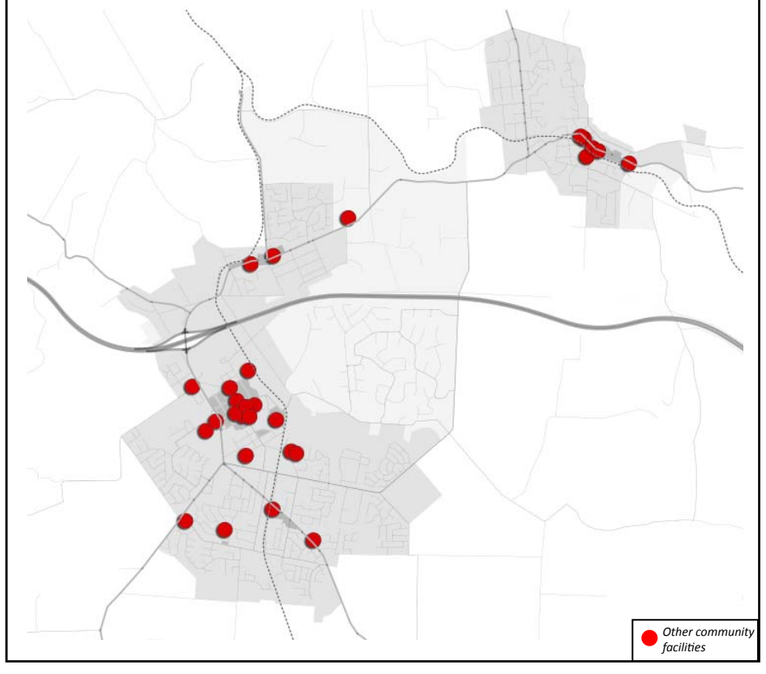
8. Pedestrian Bridges



9. Footpaths



10. Other Community Facilities



** Figures use data from DCMTB GIS database.*

Summary

The figure opposite layers the key recreation areas, schools, aged care, other community facilities and the new residential zone.

Key recreation areas:

Generally, the key recreation areas are located within the urban area. Mount Barker Summit and Totness Recreation Park however, are located in rural settings close to the townships.

Schools, Childcare, Kindergartens:

Schools are distributed across the township of Mount Barker. There is one school in both Littlehampton and Nairne located close to the Princes Highway.

Aged care centres:

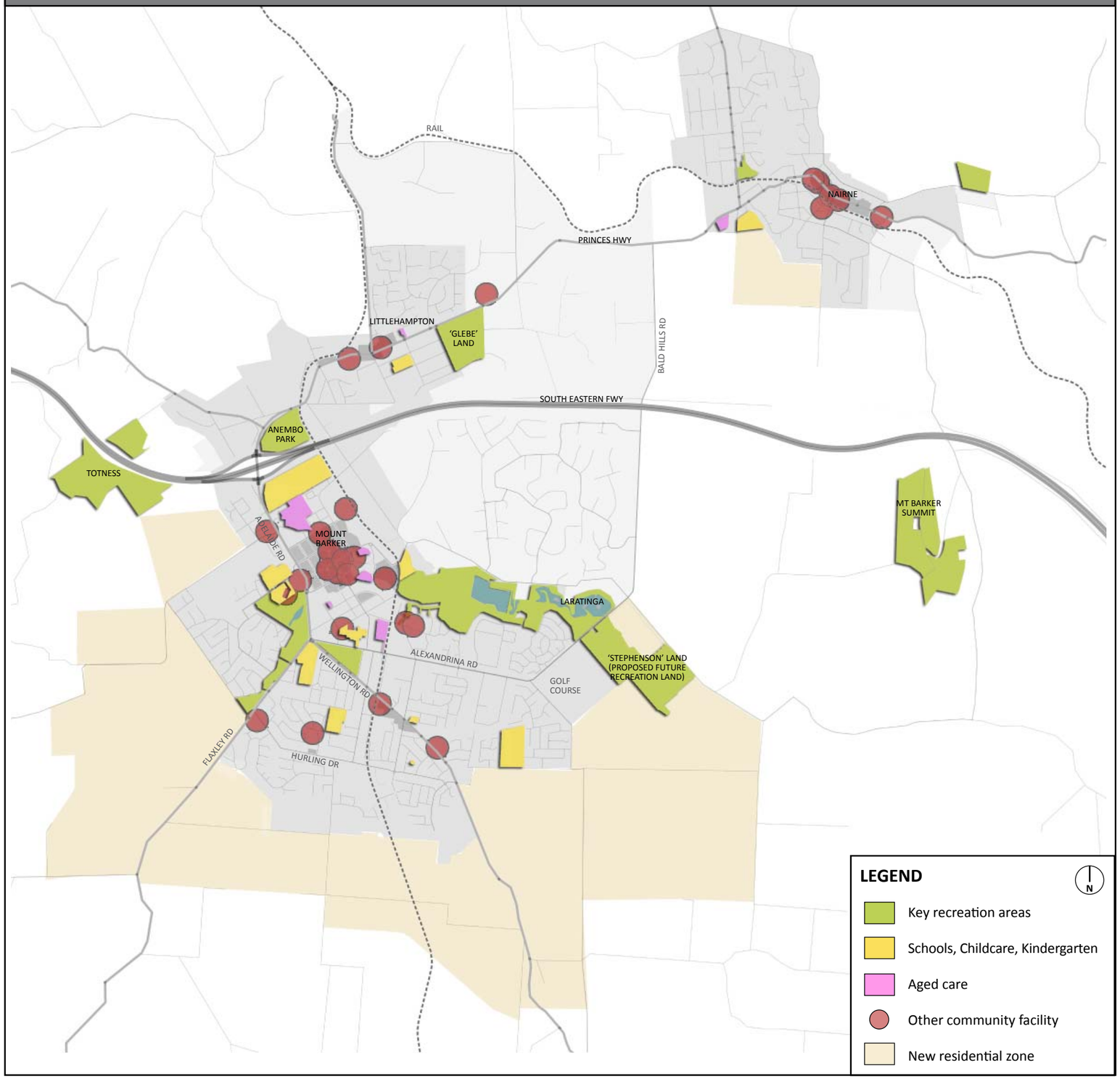
Generally the aged care centres are located close to the town centres.

Other community facilities:

These are also mostly focussed close to the town centres.

The key places and destinations of the Mount Barker, Littlehampton and Nairne area are generally focussed around the town centres. Identifying the focus for destinations and activities assists in directing the future location of trails.

Key Places and Destinations Summary



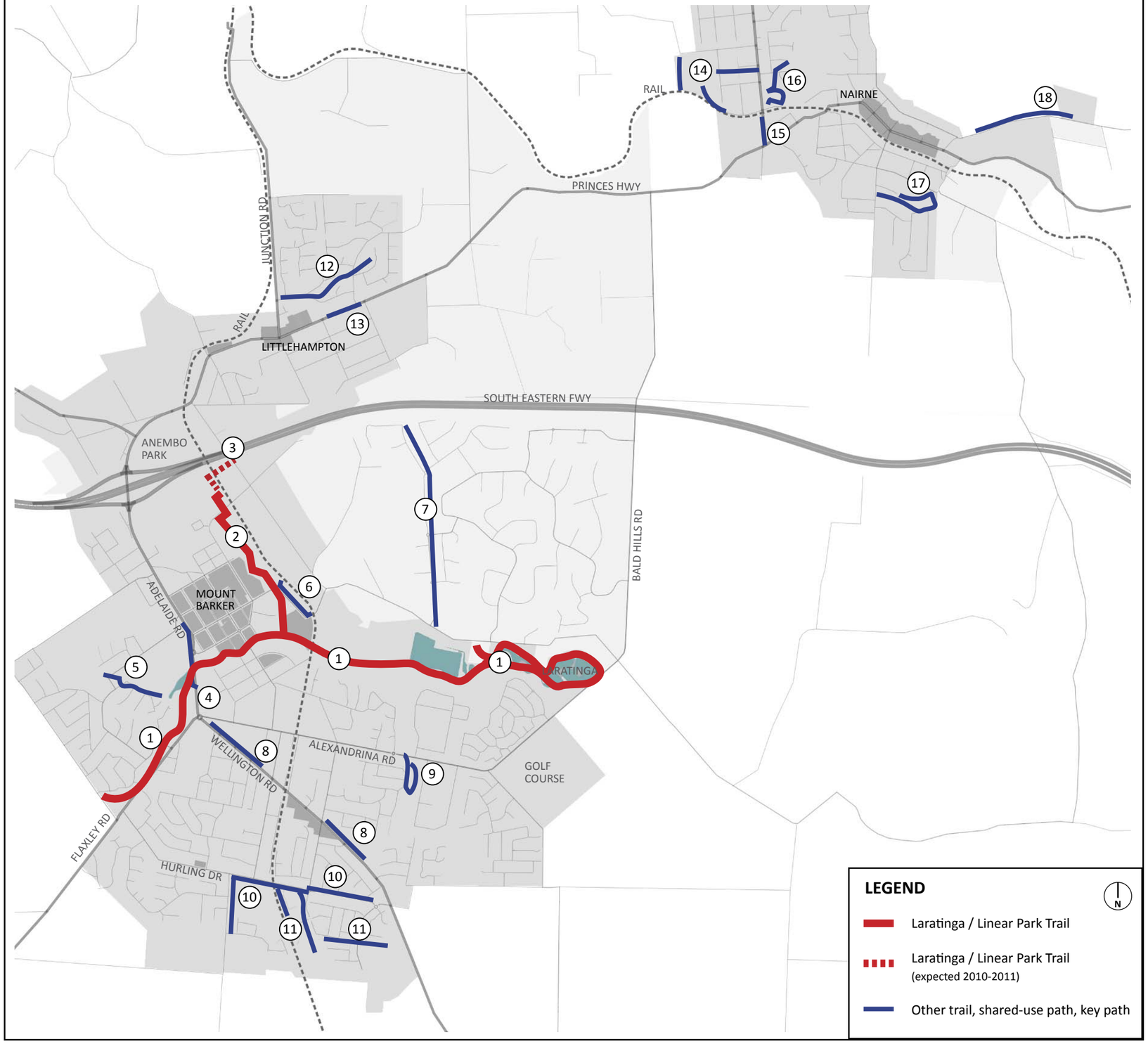
Existing Trails (Urban Area)

The following trails, shared-use paths and pedestrian pathways exist within the study area. The condition and status of each trail varies considerably.

1. Laratinga Trail / Linear Park Trail
2. Laratinga Trail (Stage 2)
3. Pedestrian underpass
4. Linear Trail spurs
5. Memorial Walking Reserve path
6. Dutton Road shared use path
7. Waterford Estate Reserve path
8. Wellington Road shared-use path
9. Ascent Estate Reserve path
10. Hurling Drive shared-use path
11. Bluestone Estate key paths
12. Spring Park Farm Reserve path
13. North Terrace shared-use footpath
14. Fox Hill Estate pathways
15. Woodside Road shared-use path
16. Byethorne Park walking track
17. Matthew Smillie Reserve path
18. Nairne Oval shared-use path

* Paddys Hill Walk and Mount Barker Heritage Walk are also located within the urban area. However, these appear to be 'identified routes' only and have no specific trail infrastructure (refer also DCMTB Recreational Trails Strategy 2006-2010).

Existing 'trails' within the urban areas of Mount Barker, Littlehampton & Nairne



Existing Trails

1. Laratinga Trail / Linear Park Trail – Stage 1

The Laratinga Trail / Linear Park Trail is Mount Barker's foremost recreational trail. It is a shared use, off-road trail extending approximately 6km from Bollen Road on the western edge of Mount Barker to the Laratinga Wetlands on the eastern edge of Mount Barker.

Developed in 2003, it has proven to be a popular and valued community resource linking Keith Stephenson Park and the Laratinga Wetlands with the adjacent residential and commercial areas. The Laratinga Wetlands area features various trails ranging from 750m to 2.5km that wind throughout the wetland system. Public Toilets are located in Keith Stephenson Park and picnic, toilet and BBQ facilities are provided at the Laratinga wetlands.

2. Laratinga – Stage 2

Stage 2 of the Laratinga Trail was completed in early 2010, extending the Linear Trail north from MacFarlane Tce (near the Homemaker centre) to Cornerstone College. The 2km-long trail connects the Park 'n' ride area, Dunn & Bickle Park (Tourist Park) and public swimming pool. The trail extension included the construction of three 12m-span bridges and revegetation work of Littlehampton Creek.

Stage 3 from Cornerstone College up to the Childs Road underpass is expected to be completed in 2010/11.

3. Pedestrian underpass

An existing pedestrian underpass is located at the end of Childs Road. The underpass provides pedestrian and cyclist access under the South Eastern Freeway between Littlehampton and Mount Barker.

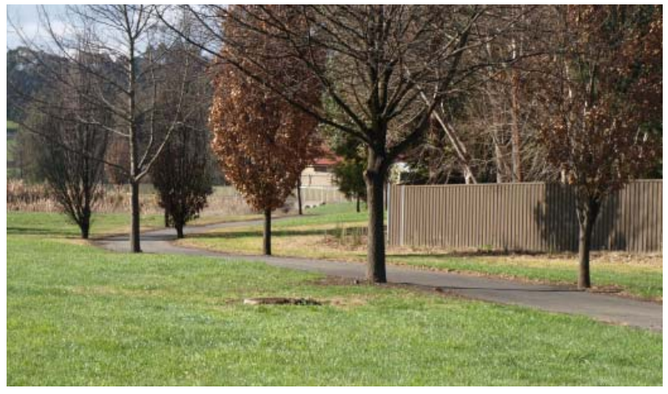
Planned future connections link the Laratinga Stage 2 trail with Anembo Park. This includes an upgrade to the existing underpass at Childs Road.

4. Linear Park Trail spurs

A number of minor trail spurs link the main Linear Path to the Adelaide Rd – Wellington Rd roundabout and to the TAFE / Cinema carpark.

5. Memorial Walking Reserve path

Path within Memorial Walking Reserve that connects Memorial Drive and Ray Orr Drive.



6. Dutton Road shared-use path

An existing concrete shared-use path extends along Dutton Road from the Park 'n' Ride to the Steamranger railway providing access to schools and homemaker centre. Note landscape planting is required.

7. Waterford Estate Reserve path

Concrete footpath alongside Waterford Avenue, which is the central access to Waterford Estate. The footpath is located within linear reserve between the road and a waterway, extending north from Springs Road towards the South Eastern Freeway.

8. Wellington Road shared-use path

Comprises two sections of bitumen shared use path on the north side of Wellington Road. The path sections are between:

a) the pedestrian crossing at Mount Barker Secondary School and Howard Lane; &
b) Victoria Road and the Hospital.

Wellington Road (a)

Wellington Road (b)

9. Ascent Estate Reserve path

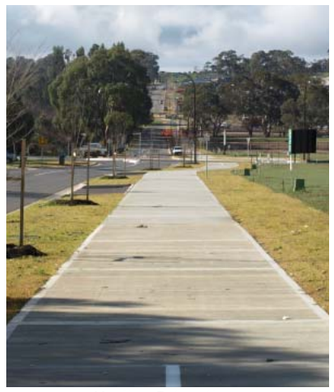
Ascent Estate Reserve on the south side of Alexandrina Road features a pathway network surrounding the waterbody.

10. Hurling Drive shared-use path

A new shared use path along Hurling Drive between East Park Way (eastern roundabout entrance to Bluestone Estate) and Barker Road. At Barker Road the path extends south to West Park Way. The path comprises:

a) hotmix on the northern side of Hurling Drive from East Park Way to Victoria Road; &
b) concrete on the southern side to Barker Road.

Hurling Drive (a)



Hurling Drive (b)

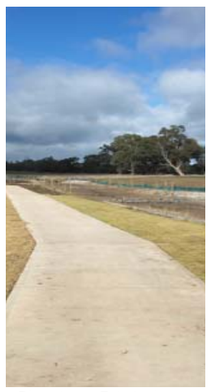
11. Bluestone Estate paths

Bluestone Estate has a series of new pathways being developed that include a:

a) sloping, concrete, pedestrian path running east-west through Hilltop Linear Park;
b) hotmix path extending south from Hurling Drive adjacent to the rail reserve; &
c) concrete path running south adjacent to a watercourse.

Bluestone Estate (a)

Bluestone Estate (b)



Bluestone Estate (c)

12. Spring Park Farm Reserve path

A series of gravel paths within Spring Park Farm, Littlehampton. The main path extends from Junction Road through the Spring Park Farm Reserve.

13. North Terrace shared-use footpath

Shared use footpath on the north side of North Terrace in Littlehampton between the signalised pedestrian crossing and Gum Tree Drive.

14. Fox Hill Estate pathways

A series of new hotmix pathways within Fox Hill Estate in Nairne.

15. Woodside Road shared-use path

Bitumen shared use path on the west side of Woodside Road, extending from Mount Barker Road to the Railway line.

16. Byethorne Park walking track

Pathways around Byethorne Park in Nairne, extending north to Megan Court.

17. Matthew Smillie Reserve path

Trails and paths within Matthew Smillie Reserve in Nairne.

18. Nairne Oval shared-use path

Shared use trail on the north side of Sydney Road, extending east from the intersection of Bridge Street and North Road to Nairne Oval.

Existing Trails (Rural Area)

The key trails (National Category) surrounding the study area are:

- Kidman trail to the east; and
- Heysen trail to the west.

The **Kidman Trail** is a multi-use horse riding, cycling and walking trail that traverses 225 km of road reserves, farm and forrest tracks and unmade road reserves. The **Heysen Trail** is a 1,200 km walking trail that extends from Cape Jervis to Parachilna Gorge, in the Flinders Ranges. The main trail extends north-south along the western boundary of the Council area, with a spur linking to Hahndorf.

The **Pioneer Women's Trail** and **Amy Gillett Trail** are 'Regional' category trails and located west of the study area in the Adelaide Hills Local Government Area. The Pioneer Women's trail extends from Verdun to Beamont and is intended to extend to Hahndorf. The Amy Gillett Trail extends from Oakbank to Mount Pleasant with Stage 1 Oakbank to Woodside opened in January 2010.

Local trails surrounding the study area include:

- Battunga Link Trails;
- Fidlers Lane Walk;
- Nairne Brukunga Walk;
- Martin Road Walk;
- Blueberry Hill Walk; and
- Totness Recreation Park Walk.

Battunga Link Trails use the local road network to link Mount Barker and Hahndorf with the Battunga trail, towns, forests and scenic views of Battunga Country to the south. **Fidlers Lane Walk** (7.6km) is located south of Mount Barker and traverses unsealed roads and tracks passing Mount Barker and Mulberry Homesteads. **Nairne Brukunga Walk** (9.5km) is located to the north of Nairne and traverses Peggy Buxton Road and Military Road. **Martin Road Walk** (4.5km) and **Blueberry Hill Walk** (3 or 5.8km) are both located adjacent to Hahndorf. **Totness Recreation Park Walk** (3km) follows vehicle tracks around the perimeter of the recreation park.

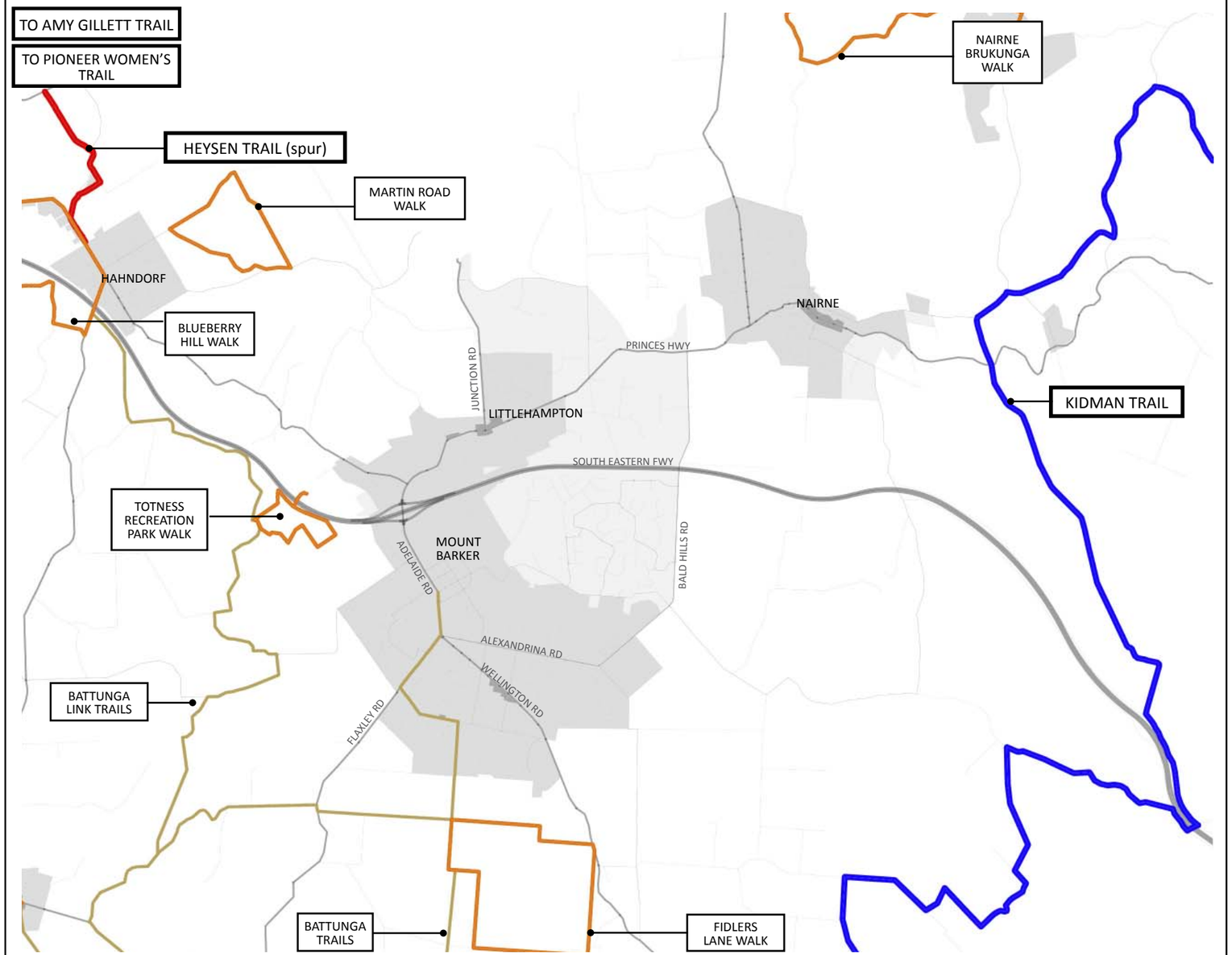
These trails are generally routes on local road networks and lack any designated pathway or signage. Further information is included in the *DCMTB Recreational Trails Strategy 2006-2010*.

Broader links

This Trails Plan is focused on the area comprising Mount Barker, Littlehampton and Nairne (refer Study Area page 5), nevertheless, trail links to broader area are encouraged. In particular, links to the townships of Hahndorf and Woodside provide the opportunity to link with the Amy Gillett Trail, Pioneer Women's Trail and Heysen Trail.

Adelaide Hills Council has indicated its support for working with the District Council of Mount Barker in developing trails that cross their mutual LGA boundary.

Existing Trails (Rural Area)



3. Vision and Principles

"Establish a core trail network that connects the key places of Mount Barker, Littlehampton and Nairne to be valued as a community asset and attractive tourist destination."

Principles

The Trail Plan and Strategies for Mount Barker, Littlehampton and Nairne are based on the following principles:

1. **Core trail network** – A core trail forms the backbone of the trail network. Primary, Secondary and Tertiary Trails provide a hierarchy.

2. **Connecting key places** – Logical connections and links between town centres, key recreation areas and schools of Mount Barker, Littlehampton and Nairne.

3. **Planning for the future** – Flexible framework accommodating trails in the Minister's Mount Barker Urban Growth Development Plan Amendment (DPA) area.

4. **Amenity and Health –** Trail environments are pleasant, functional and attractive with appropriate supporting elements (seating, planting and signage) to encourage their use and support enjoyable and diverse trail experiences.

5. **Safety and Inclusivity –** Well-planned trails value safe and convenient access for all trail users (including pedestrians, cyclists and those who use a gopher, wheelchair or pram) with careful consideration of trail alignments, road crossings, lighting and separation from motor vehicles.

6. **Consistency** – Trail elements (signage, furniture, lighting and planting) comprise an integrated suite and show consistency in their design, installation and maintenance.

7. **Boldness and Simplicity** – Trail elements are uncomplicated in design, size, shape and use. Use of similar materials, patterns and colours rather than complex arrangements.

8. **Efficiency** – Connect with, and expand from the existing trail infrastructure. Use cost-effective management and maintenance strategies.

9. **Design Quality** – The quality of design of trail surfaces and elements are durable and robust.

10. **Environmental sustainability –** Low maintenance environments, preservation of Significant vegetation, Water Sensitive Urban Design (WSUD) and use of recycled and renewable materials are incorporated as essential requirements.

4. Trails Plan

Trail Plan Overview

The Trails Plan provides direction for the development of trails in, and around, Mount Barker, Littlehampton and Nairne. It presents an over-arching vision of an integrated trails system, based around a core primary trail route.

Adoption of the Trails Plan document will lead to the preparation of detailed designs for specific trail alignments of each section, for the realisation and implementation of works in the public realm.

The Trails Plan includes:

- an integrated network that connects the three townships;
- a hierarchy of trails with Primary, Secondary, Tertiary + Recreation routes;
- routes that link and connect with local places and destinations;
- expansion into the new residential zone including links with the proposed Neighbourhood and Local centres; and
- links to features near the urban area including Mount Barker Summit, Totness Recreation Park and the Kidman Trail.

Trail Types

The Trail Network is divided into four trail types to assist in **legibility** – *helping to understand and 'read' the layout* – and to provide **guidelines** for the *general trail construction standard*.

1. Primary	The core trail provides **'ring-routes'** forming the 'back-bone' of the trail network.
2. Secondary	The key trails that **traverse across** Mount Barker. These trails have a similar construction standard and number of users as the Primary Trail, but are differentiated in the Trails Plan to help 'read' and understand the overall trail layout.
3. Tertiary	Additional trail link and connection opportunities. Trail construction standard reflects the trail location and responds to the community's needs and usage.
4. Recreation (Rural)	The trails link to features outside the townships. Extent of trail development reflects the rural setting and frequency of use.

The Trail Types are described further in the following pages.

LEGEND

Primary Trails
- Existing
- Proposed
- Future growth

Secondary Trails
- Existing
- Proposed
- Future growth

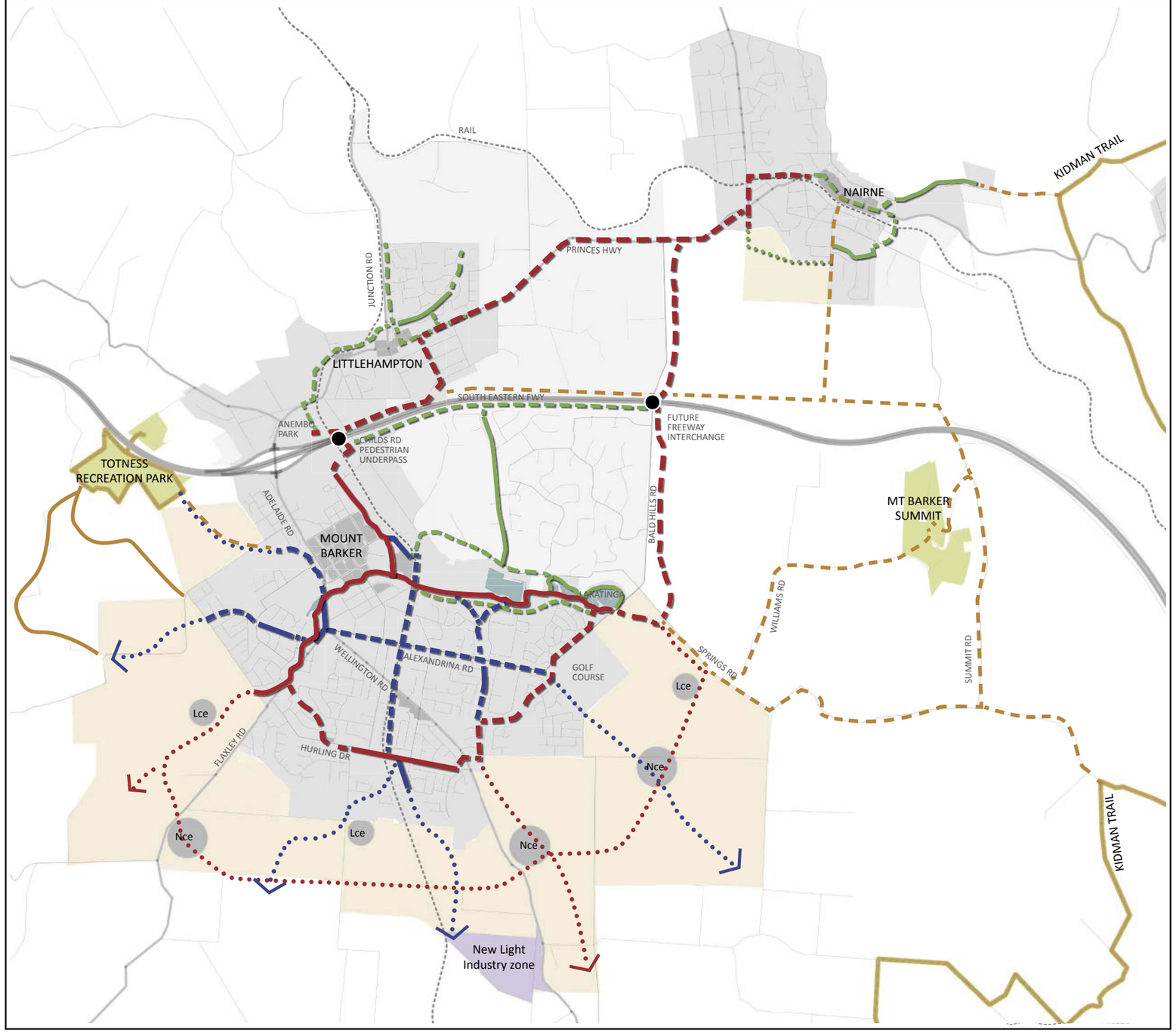
Tertiary Trails
- Existing
- Proposed
- Future growth

Recreation (Rural) Trails
- Existing
- Proposed

- New residential zone
- Nce / Lce — Proposed Local and Neighborhood centres

N

Trails Overview Plan



Note: *Trail alignments are indicative only and subject to further investigation and detailed design*

Primary Trails

The Trails Plan provides a Primary Trail route for the Mount Barker, Littlehampton and Nairne area.

The Primary Trail route:

- links the townships of Mount Barker, Littlehampton and Nairne;
- provides a core trail route that forms the 'back-bone' of the trail network;
- extends the established Laratinga / Linear trail; and
- comprises three (3) 'ring routes':
  - upper ring – connecting the three townships;
  - middle ring – servicing the centre and south of Mount Barker; &
  - lower ring – extending the Primary Trail into the new residential zone and proposed Neighbourhood and Local centres.

The central core of the Primary Trail is already well established via the existing Laratinga / Linear Park Trail.

The Primary Trail comprises seven (7) Sections of proposed trail development. Alignment opportunities for the proposed sections are included in the following pages.

Note the routes are indicative only and subject to further investigation and detailed design.

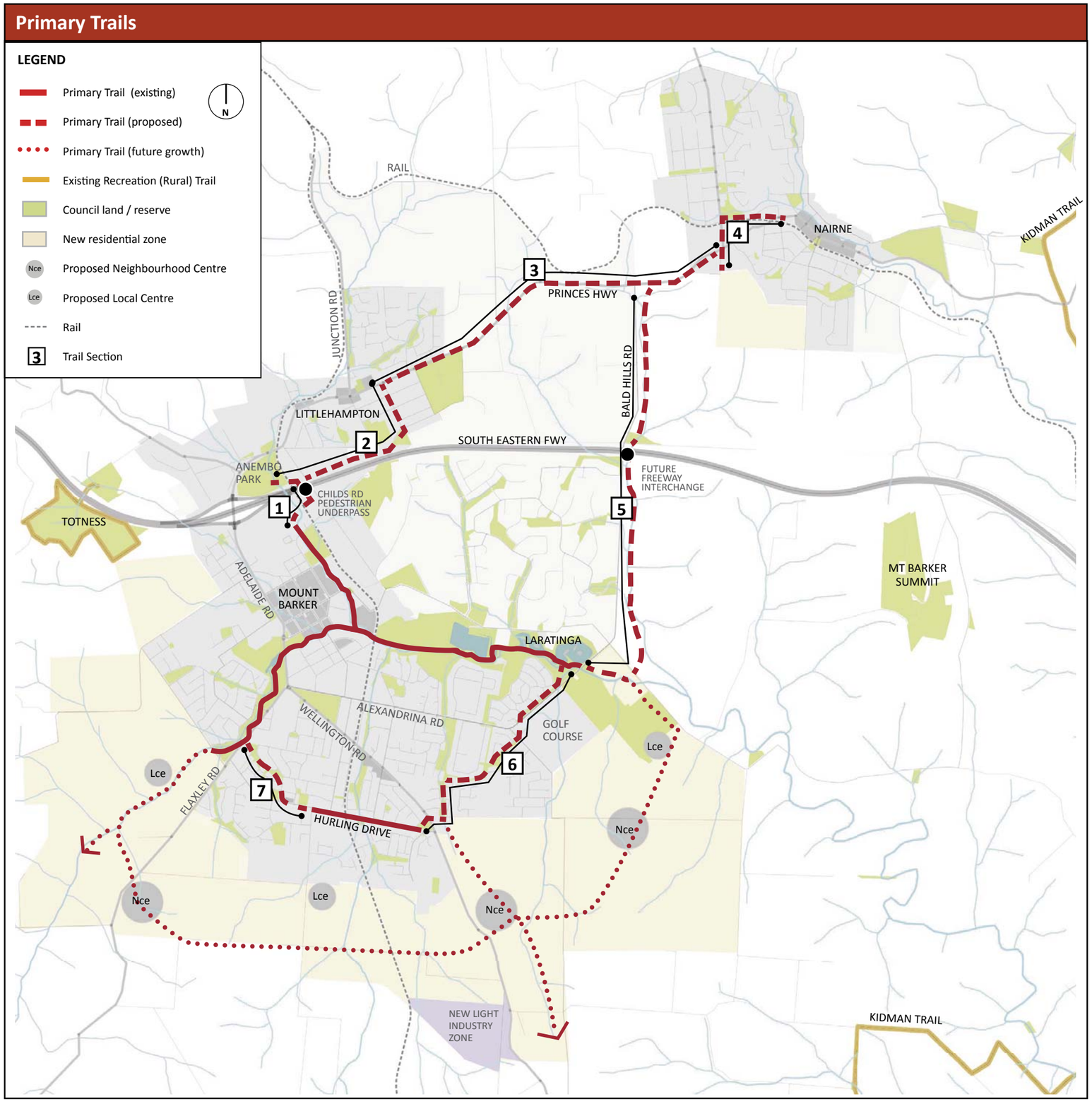
Preferences for primary trails:

TYPE:	Shared-use path
WIDTH	3.0m (preferred) 2.4m (minimum where significant constraints exist)
SURFACE	Hotmix (AC7)
EDGE RESTRAINT	Hardwood timber (25mm thick x 75mm wide)
COLOUR + IDENTIFICATION	Black (Hotmix) Signage or coloured markers
LINE MARKING	To Australian Standards

Black Hotmix (AC7)

Hotmix with timber edge

Primary Trails

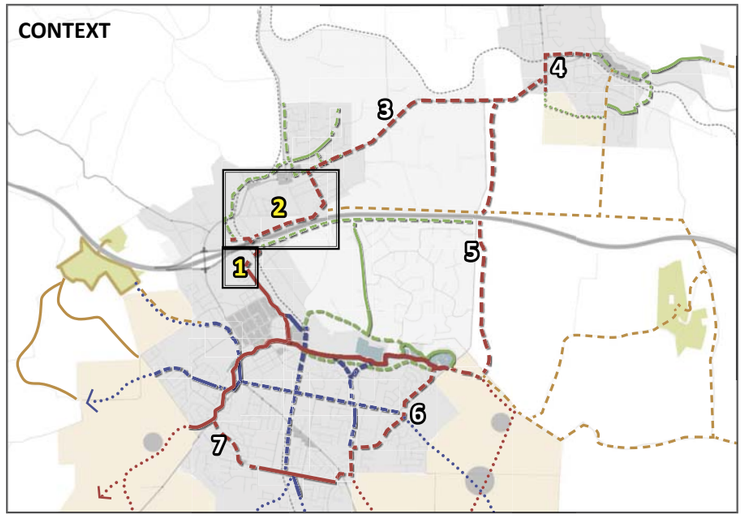


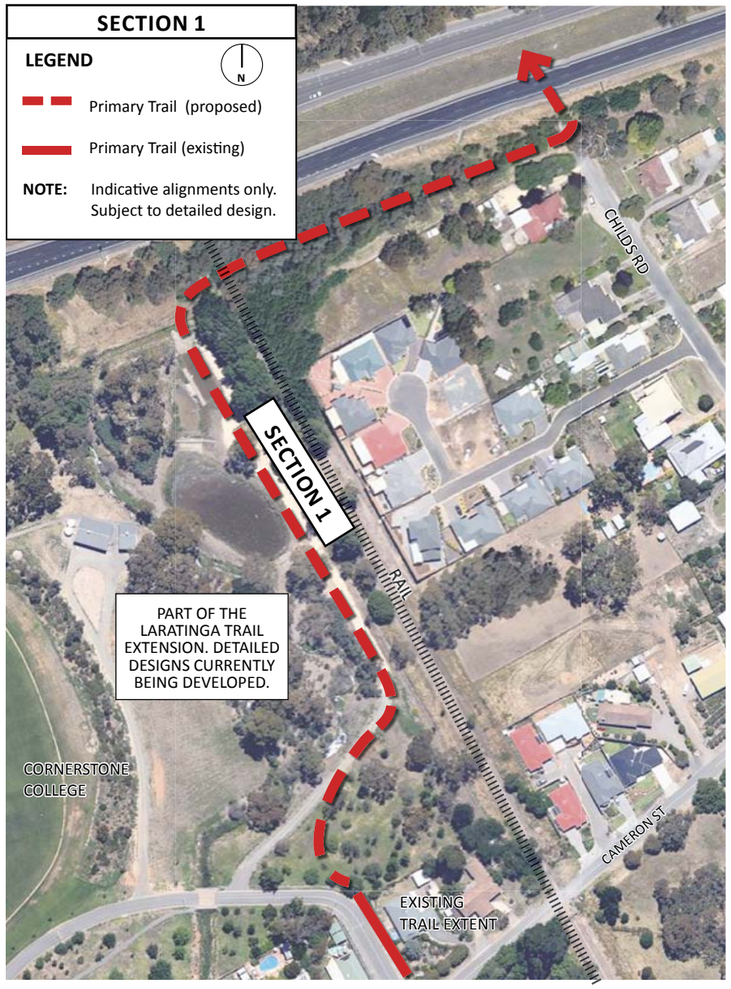
Section 1

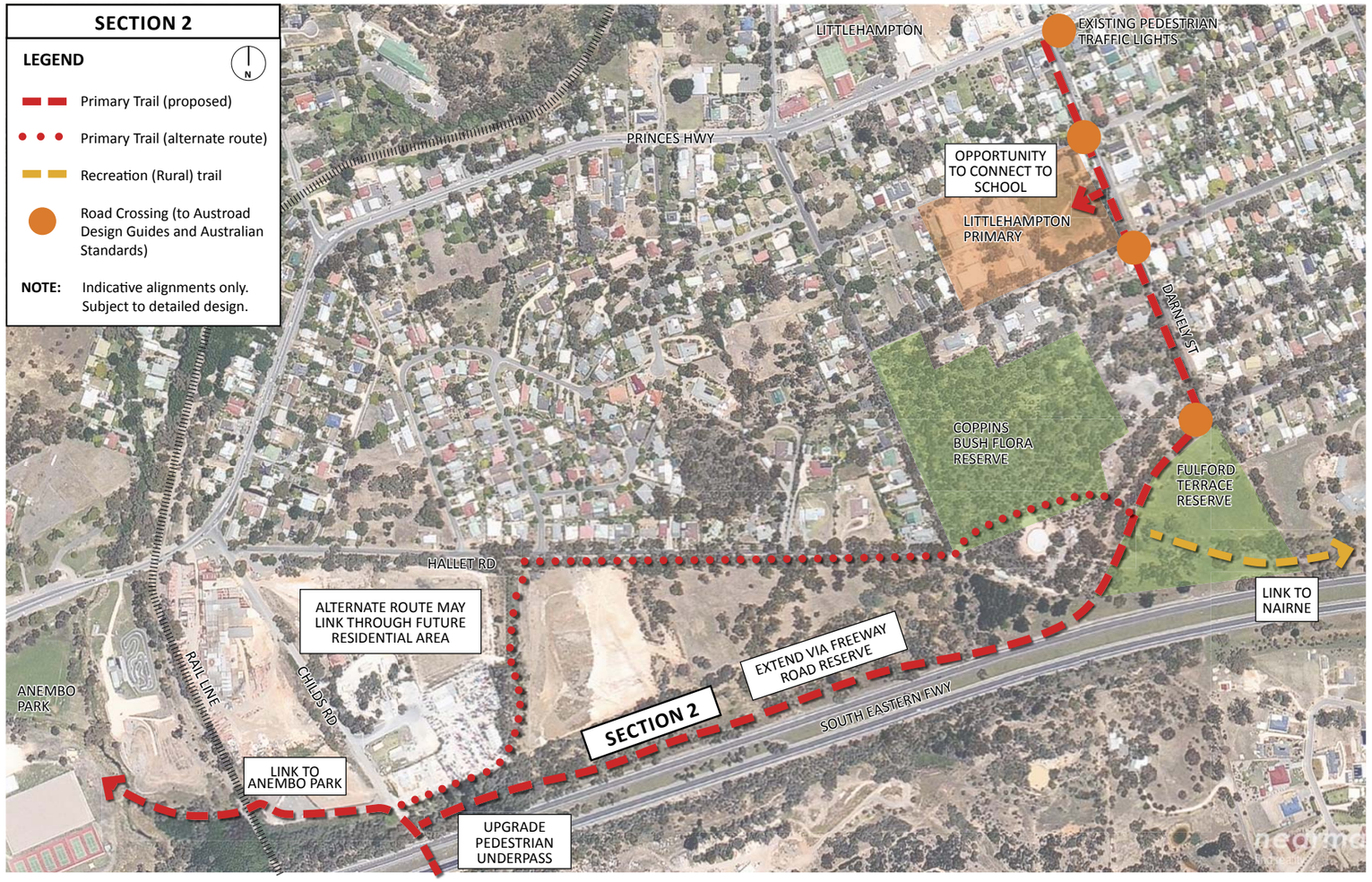
- Extends the existing Laratinga trail through Cornerstone College to Anembo Park via Cornerstone College and the existing Childs Road underpass.
- Detailed designs for this section are currently being undertaken as part of the Laratinga Trail extension.

Section 2

- Extends the trail from the freeway underpass at Childs Road to Littlehampton town centre.
- Route includes the north-side of the freeway road reserve (subject to DTEI approval) to Fulford Terrace Reserve and the west-side footpath of Darnley Street.
- An alternate route is via Childs and Hallet Roads and/or through the proposed future residential area.
- Opportunity to link with Littlehampton Primary School.
- Opportunity to upgrade and provide supportive trail elements at the Fulford Terrace Reserve (refer page 33).







Section 3

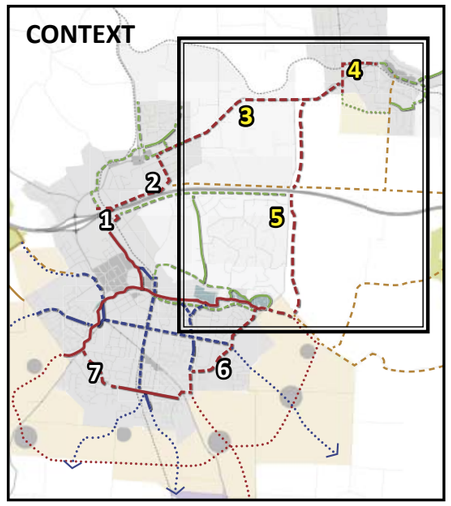
- Connects Nairne with Littlehampton and Mount Barker along the Princes Highway.
- Preference is for an off-road pathway / verge separated cycle lane (subject to DTEI approval).
- A speed limit reduction could be considered (subject to expert assessment) where on-road cycle lanes are used instead of off-road pathways.

Section 4

- Provides a connection between Nairne Primary School, Byethorne Park and the Nairne Main Street area.
- Route includes the road reserve of Saleyard and Woodside Roads, Byethorne Park and rail reserve/North Railway Terrace.

Section 5

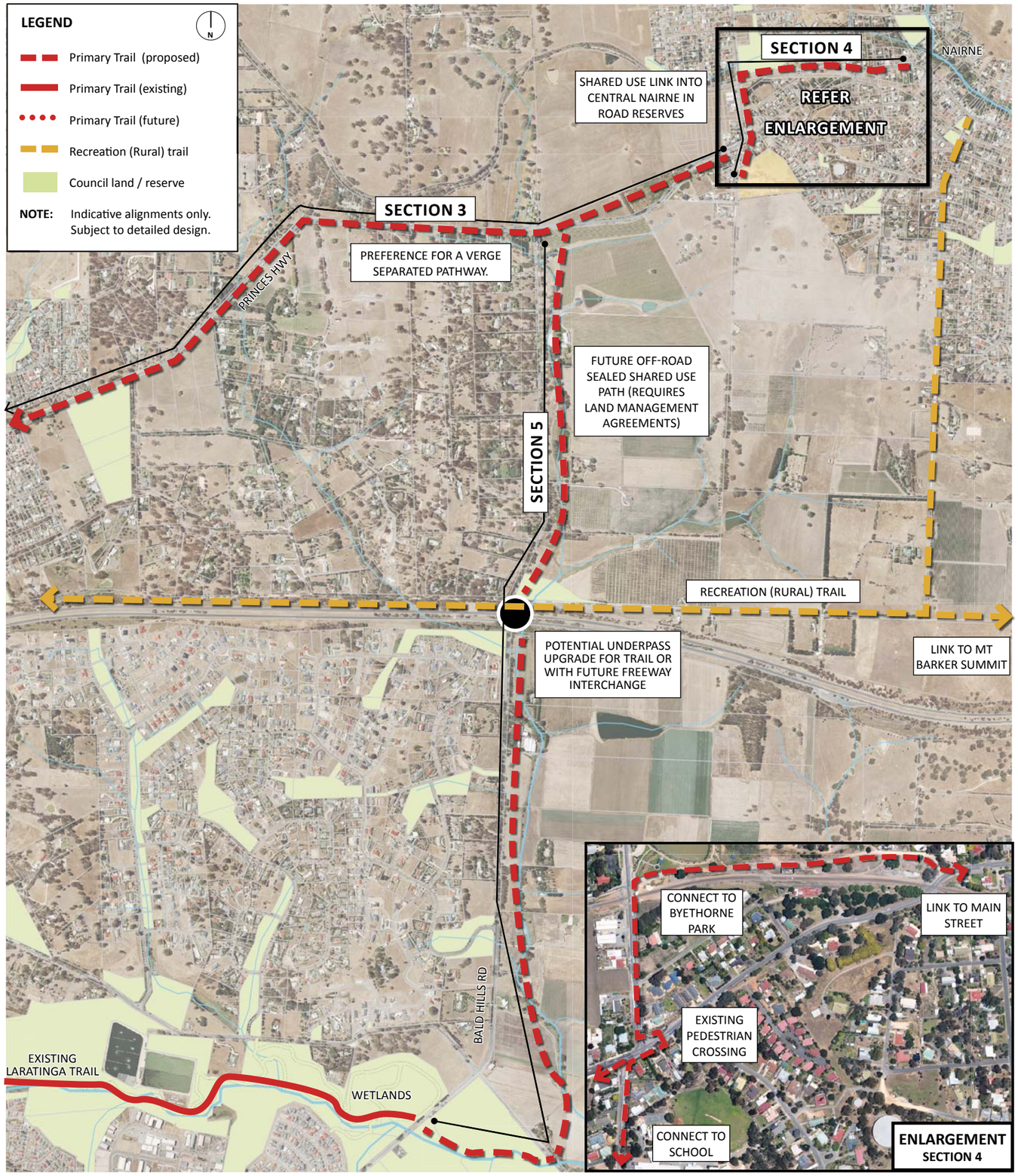
- Connects Nairne with Mount Barker via a future off-road, sealed, shared use path to be located on the east side of Bald Hills Road.
- This will require land management agreements.
- Explore options for a freeway underpass upgrade or in future to link with a new freeway interchange at Bald Hills Road.



On-road cycle lane

Coloured on-road cycle lane

Verge separated cycle lane

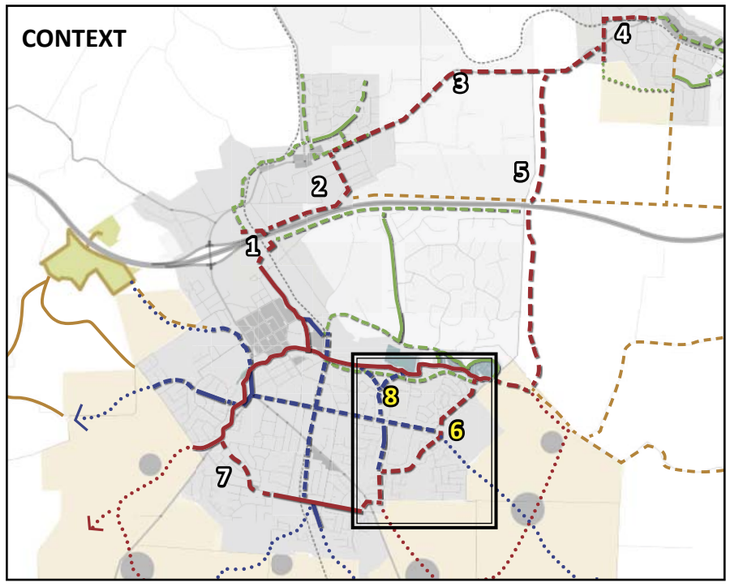


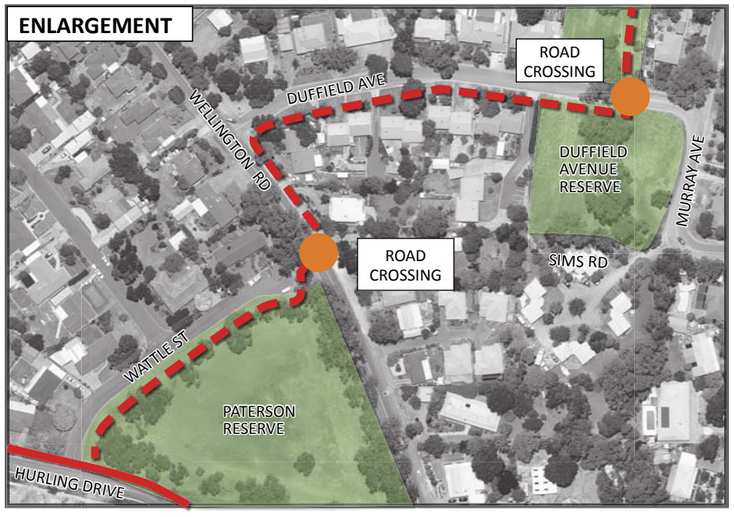
Section 6 (Primary)

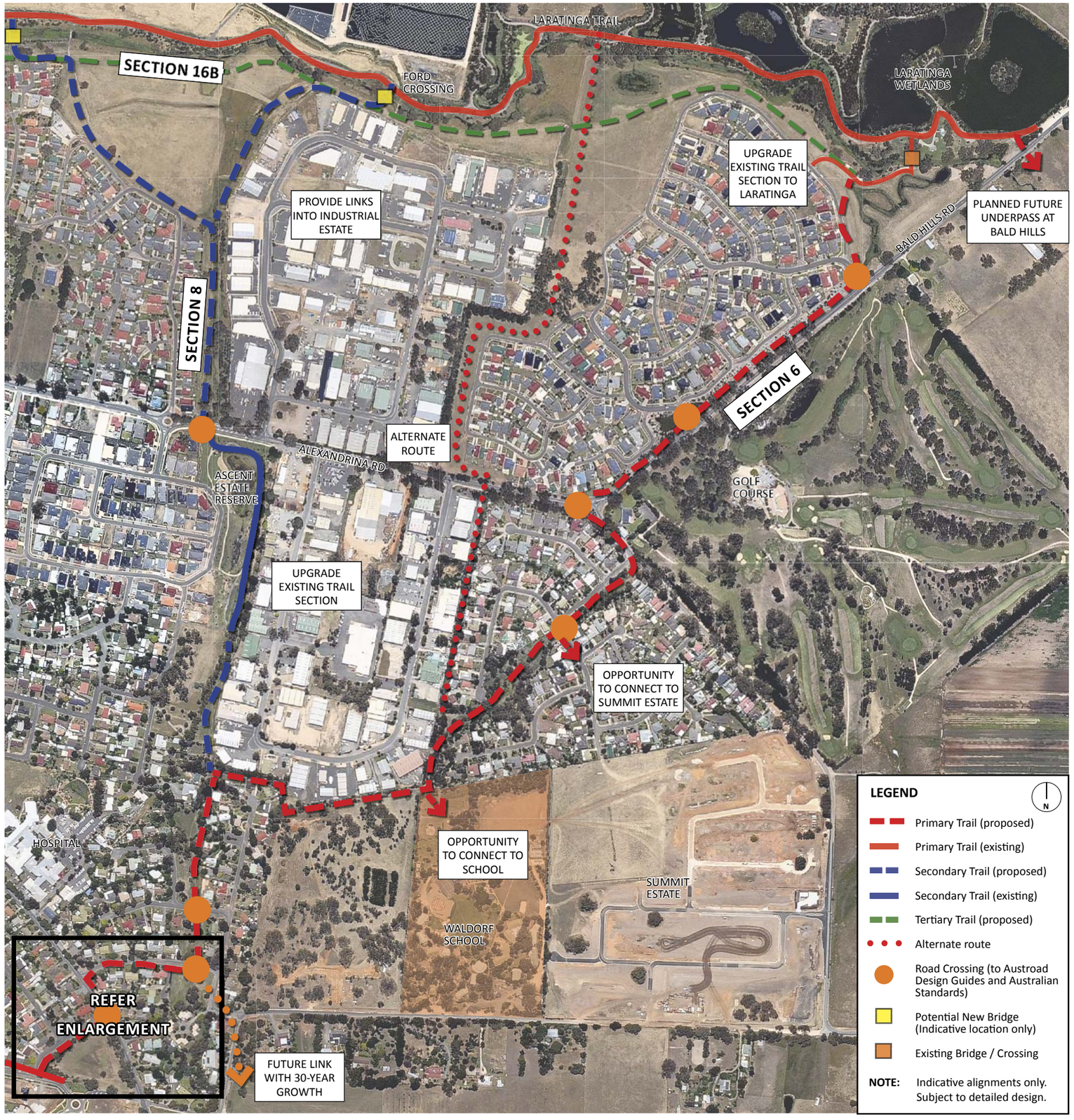
- Connects the Linear Trail with the Hurling Drive Shared Use Path via Council reserves.
- Extends from the Hurling Drive Shared Use Path, through Paterson Reserve, Wellington Road and Duffield Avenue to Duffield Avenue Reserve (refer enlargement below). The trail continues north through Possingham Drive Reserve, Downing Street Reserve, Mount Barker Heights Reserve to Alexandrina Road. Crossing Alexandrina Road the trail continues via the reserve fronting Bald Hills Road to the Laratinga Trail.
- Potential future trail underpass at Bald Hills Road link to Stephenson land.

Section 8 (Secondary)

- Extends north/south from the Laratinga Trail to the proposed primary trail in Downing Street Reserve.
- Trail alignment is via Council reserves including Downing Street Reserve, Ascent Estate Reserve and Mountain Glen Reserve.

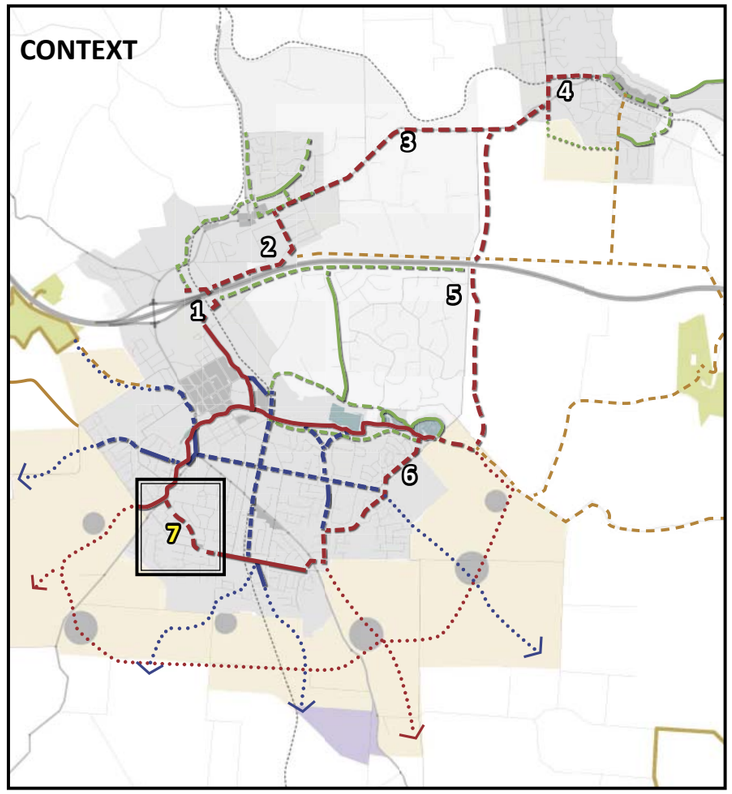


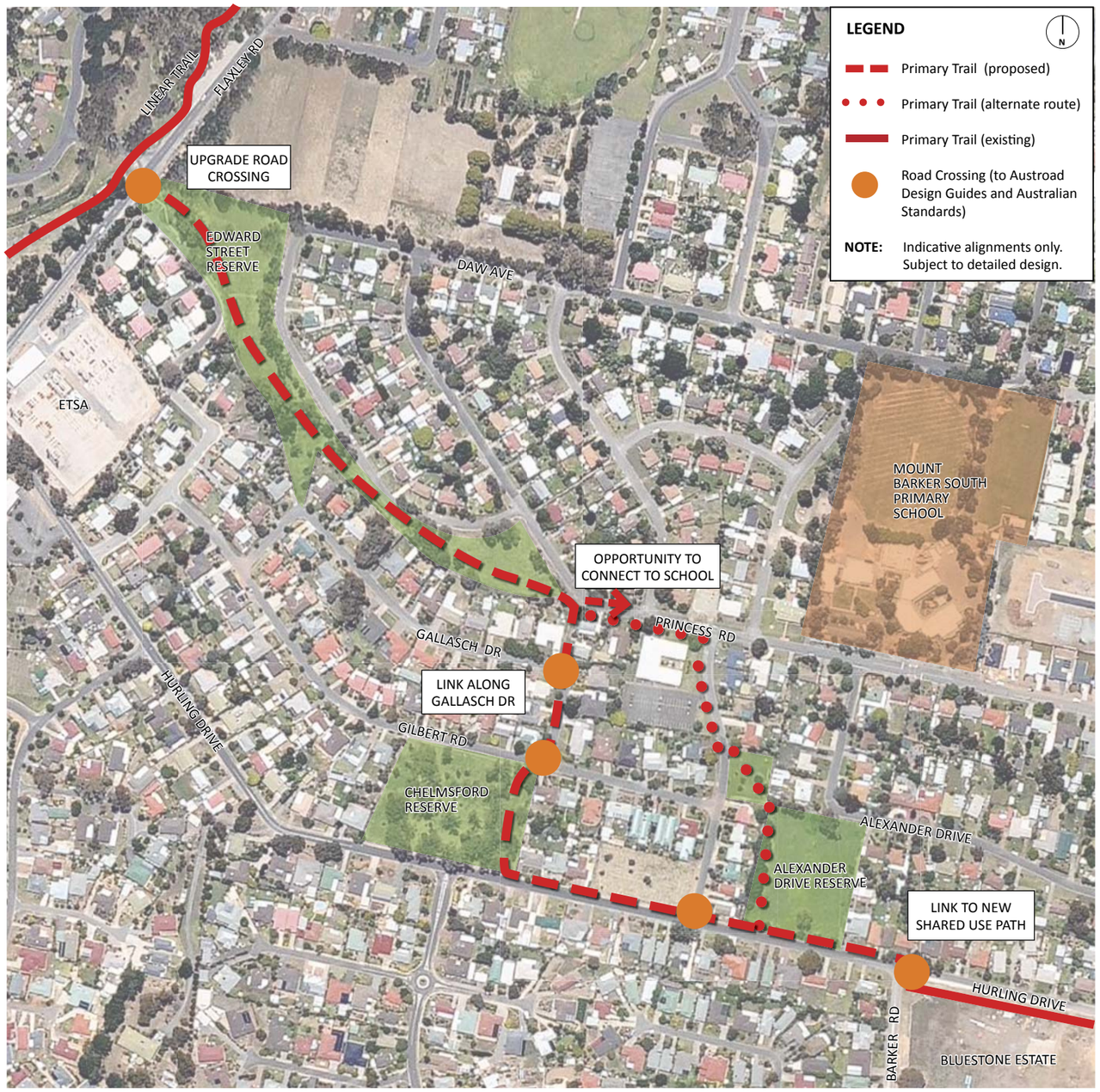




Section 7

- Connects the south-west section of the Linear Trail with the new Hurling Drive Shared Use Path.
- Route includes Edward Street Reserve, Gallasch Drive, Chelmsford Reserve and Hurling Drive.
- An alternate route is via Princess Road, Hughes Street and Alexander Drive Reserve.





Secondary Trails

The Trails Plan includes Secondary Trails for the Mount Barker, Littlehampton and Nairne area. The Secondary Trails support the Primary Trail and provide additional connections to urban and suburban areas.

Alignment opportunities for the proposed sections are included in the following pages (refer page 21 for Section 8).

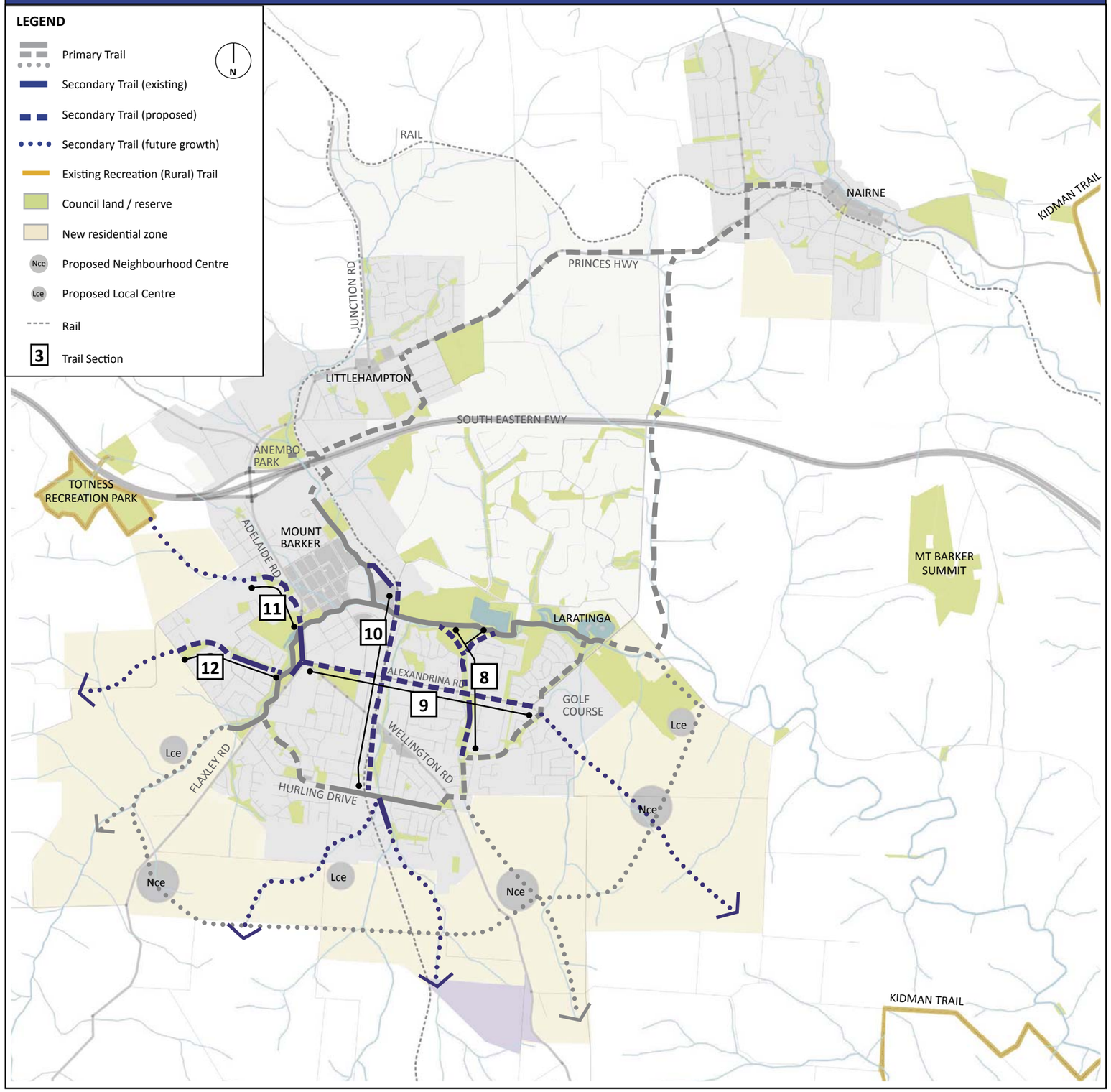
Note the routes are indicative only and subject to further investigation and detailed design.

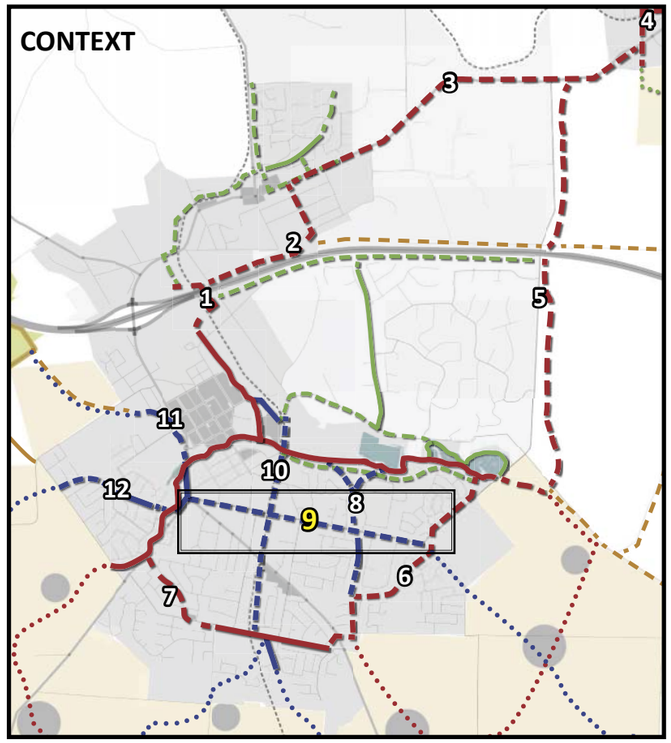
Preferences for secondary trails:

TYPE:	Shared-use off-road path
WIDTH	3.0m (preferred) 2.4m (minimum where significant constraints exist)
SURFACE	Hotmix (AC7)
EDGE RESTRAINT	Hardwood timber (25mm thick x 75mm wide)
COLOUR + IDENTIFICATION	Black (Hotmix) Signage or coloured markers
LINE MARKING	To Australian Standards

Black Hotmix (AC7)

Secondary Trails



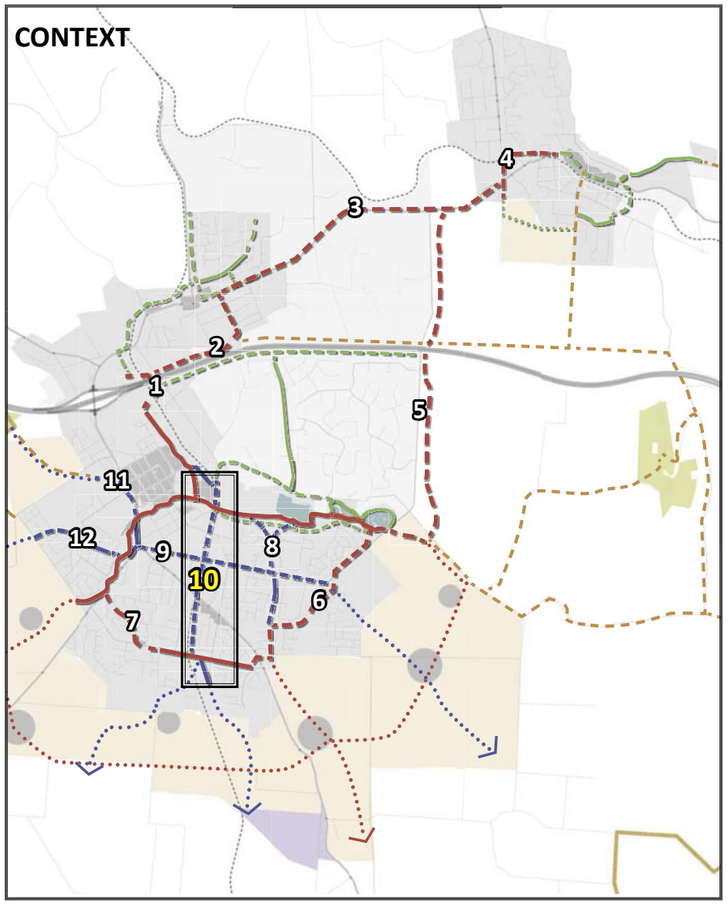


Section 9

- Provides an east/west link along Alexandrina Drive in Mount Barker.
- The trail alignment extends along the south-side footpath from Adelaide Road to the rail corridor (linking with Section 10), crossing to the north-side footpath to Mountain Glen Reserve (linking with Section 6) and returning to the southern side to Bald Hills Rd (linking with Section 8).

Section 10

- Extends south from Dutton Road shared use path via the railway reserve to Hurling Drive. From Hurling Drive the trail enters Bluestone Estate and the new residential zone, aligning with the existing watercourse.
- Opportunity to link with St Francis De Sales College.
- The trail alignment bisects the proposed Section 9 shared use path along Alexandrina Road and the existing shared use path along Hurling Drive.
- An alternate route includes the stormwater reserves east of the railway alignment.



LEGEND

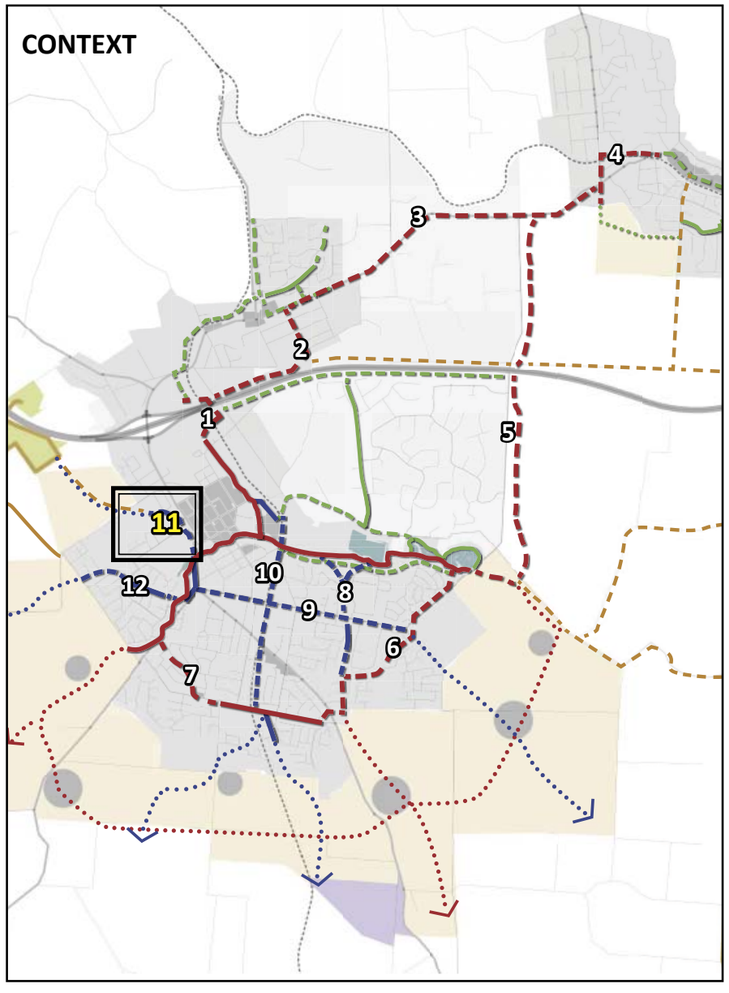
- Primary Trail (existing)
- Secondary Trail (proposed)
- Alternate route – Section 10
- Tertiary Trail (proposed)
- Potential New Bridge (Indicative location only)
- Road Crossing (to Austroad Design Guides and Australian Standards)

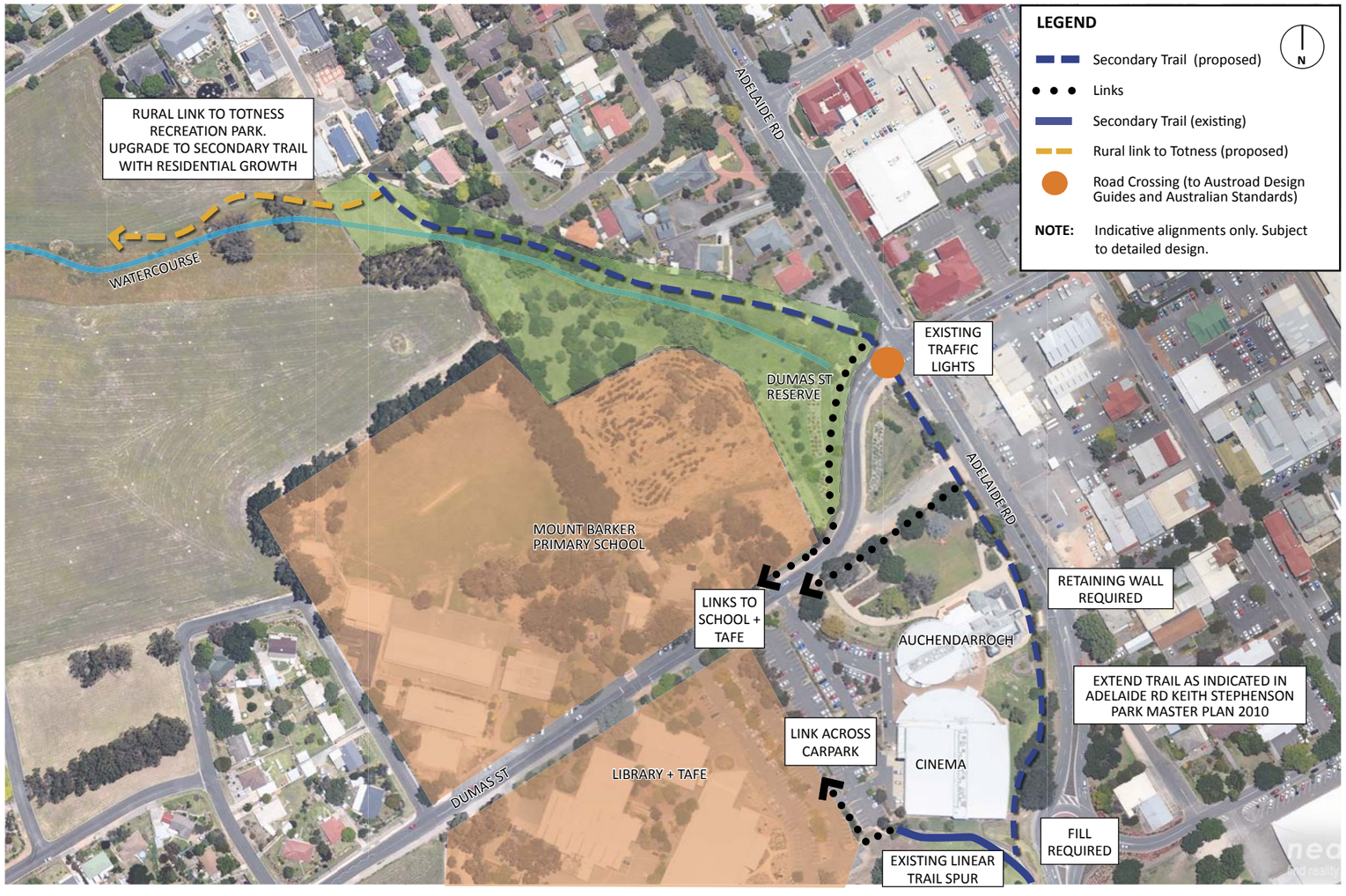
N

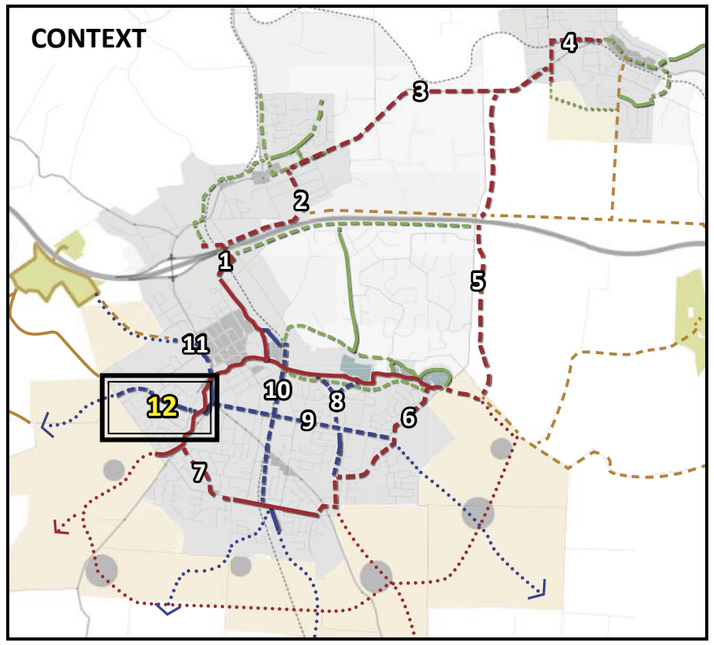
NOTE: Indicative alignments only. Subject to detailed design.

Section 11

- Links the Mount Barker town centre with Totness Recreation Park.
- The route follows that indicated in the Adelaide Rd Keith Stephenson Park Master Plan.
- Trail alignment extends from the existing Linear Trail in Keith Stephenson Park north along Adelaide Road to Dumas Street Reserve and through the new residential zone to Totness Recreation Park.
- Opportunity to connect to Mount Barker Primary School and Tafe and Library.







Section 12

- Route extends west from the Linear Trail in Keith Stephenson Park to the existing path in Memorial Walkway Reserve. The section continues west to Thiele Avenue and Fry Street Reserve.
- Opportunity in the future to extend the trail into the new residential zone.

LEGEND

N

- Primary Trail (existing)
- Secondary Trail (proposed)
- Secondary Trail (existing – upgrade)
- Potential New Bridge (Indicative location only)
- Road Crossing (to Austroad Design Guides and Australian Standards)

NOTE: Indicative alignments only. Subject to detailed design.

Tertiary Trails

The Trails Plan includes Tertiary Trails as part of the proposed trail network. The Tertiary Trails provide link and connection opportunities in Mount Barker, Littlehampton and Nairne. The following routes are indicative only and subject to further investigation and detail design:

Section 13

- Provides a loop around Littlehampton (linking with the Primary Trail).
- The western part extends from Anembo Park, along Kookaburra Rd, Clems Lane and railway reserve to Junction Road.
- The eastern part extends north from the Littlehampton town centre along Junction Rd Reserve and also north-east through Spring Park Farm Reserve.

Section 14

- Provides a loop around Nairne (linking with the Primary Trail).
- Route includes the Princes Hwy (or an alternative is North Rd), Matthew Smillie Reserve and future link into the new residential zone.
- The loop connects to the existing trial that extends to Nairne Oval.

Section 15

- Trail alignment is in the Freeway road reserve (south side).
- The mid-point of this section links with the existing path in Waterford Estate.
- An alternate route may follow Daddow Rd, Cameron Rd and Childs Rd.

Section 16

- Links Laratinga Wetlands with Waterford Estate, St. De Sales College and Homemaker Centre.
- Trail alignment is along Springs Road.
- Incorporates the track on the north side of Springs Road between the Waterford Avenue and Paddys Hill Rd.

Section 16B

- Traverses along the southern side of Mount Barker Creek from the railway line to Trail Section 6 near Bald Hills Road.
- Initial trail will have a compacted granulitic sand surface but may be upgraded in future.
- Will require a culvert or bridge at watercourse in Mountain Glen Reserve.

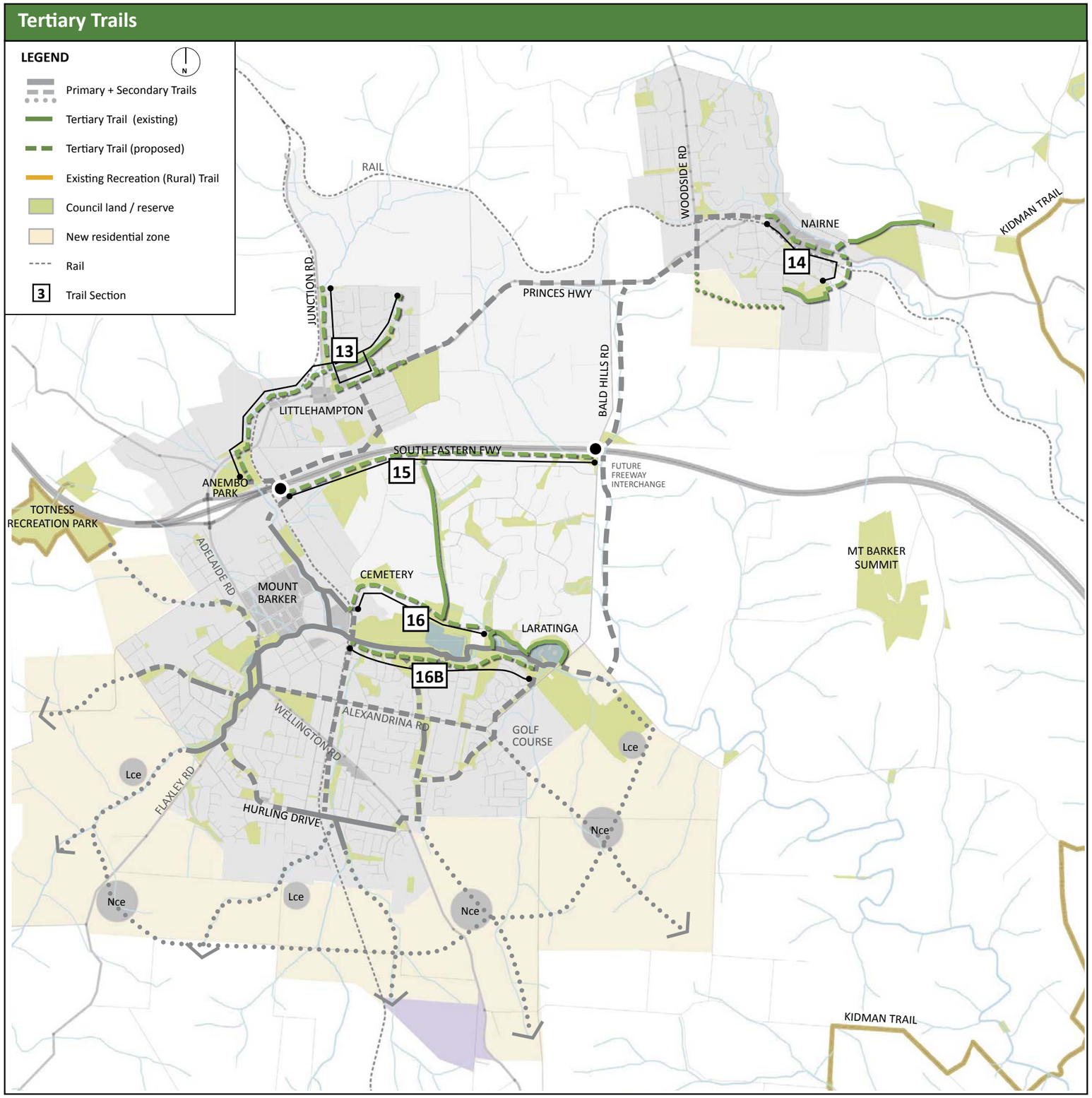
Preferences for tertiary trails:

TYPE:	Shared-use path
WIDTH	3.0m (preferred)
SURFACE	Hotmix (AC7) (Black) or compacted granulitic quarry sand (Light brown). Surface based on future use and population growth.

Black Hotmix (AC7)

Compacted Granulitic Sand

Tertiary Trails



Recreation (Rural) Trails

The Trails Plan includes Recreation (Rural) Trails for the area surrounding Mount Barker, Littlehampton and Nairne. The Recreation (Rural) Trails connect features near the townships with the Urban Trail network (Primary, Secondary + Tertiary Trails). Recreation (Rural) Trails may also provide opportunities for use by horse riders and mountain bikes.

The following routes are indicative only and subject to further investigation and detail design:

Section 17

- Connects Littlehampton and Nairne via Little Dublin Road and Jeffery Street.
- Offers an alternate route to the Princes Highway.

Section 18

- Connects Mount Barker (and also Nairne and Littlehampton) with the Mount Barker Summit. The trail also links with Kidman Trail.
- The route extends along Springs and Summit Roads (sealed) or via the Williams Road (unsealed).
- It is anticipated cyclists will use the Springs and Summit Road route while walkers will use the Williams Road route.

Section 19

- Connects Nairne with the Kidman Trail via Oval Road.

Section 20

- Offers an alternate route to the Totness Recreation Park.
- Alignment extends along the watercourse.
- In future, with the new residential zone growth, the section will be upgraded to a Secondary Trail.

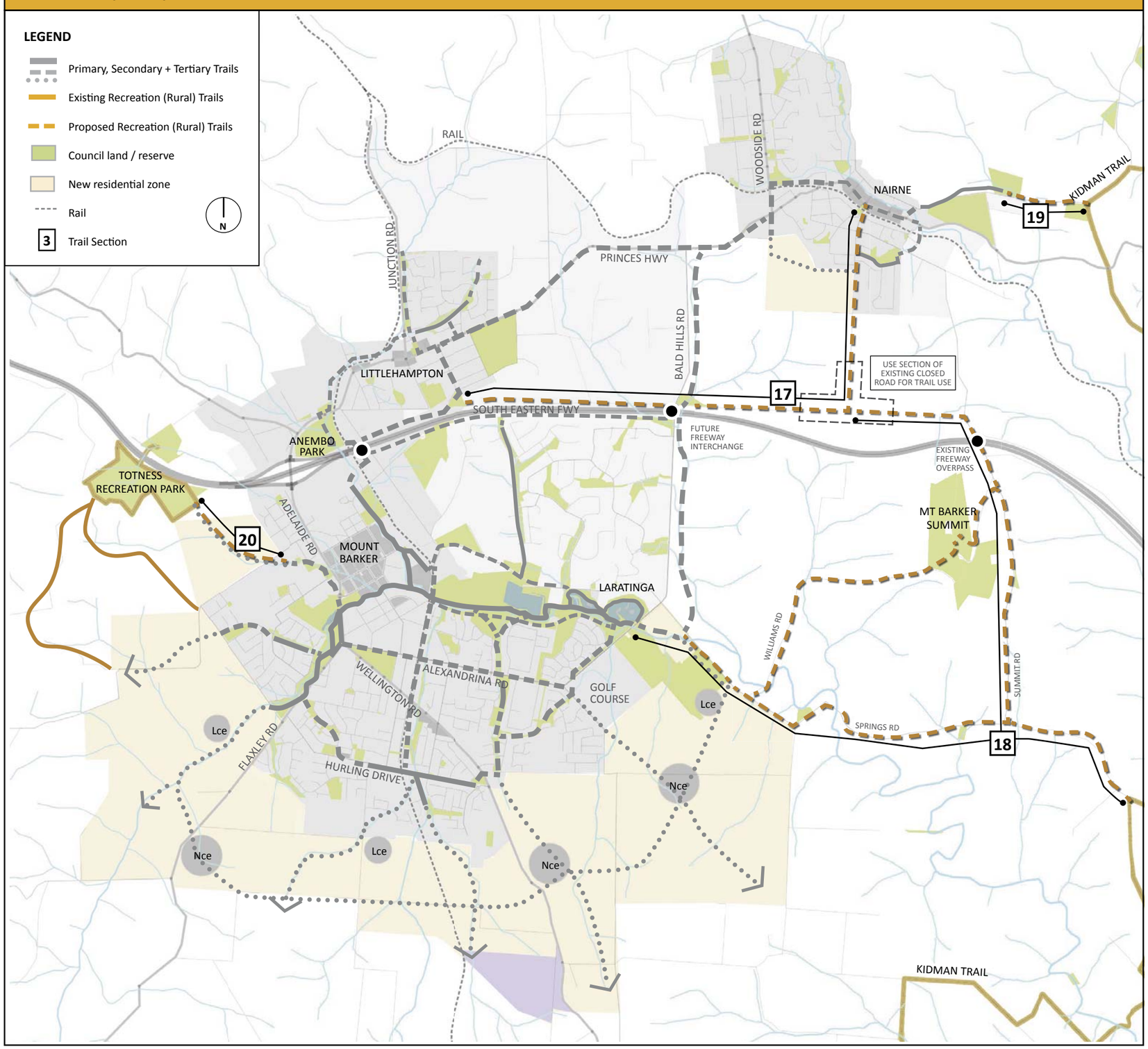
Preferences for recreation (rural) trails:

TYPE:	Shared-use off-road (preferred) or shared roadway / shoulder. Extent of trail development reflects the setting and frequency of use.
WIDTH	1.5m – 2m (preferred) Or shared roadway with edge maintenance
SURFACE	Maintained track (natural or compact granulitic sand)
EDGE	Maintenance of vegetation 0.5m each side of track

Maintained Recreation Trail

Trail shared with road

Recreation (Rural) Trails



5. Supporting Trail Elements

Trail Elements

Supporting trail elements including furniture, lighting, planting and signage help provide amenity and an enjoyable trail environment. The use of a common palette of furniture, materials and design elements provides consistency and reinforces the character and identity of the area.

Recommendation:

Trails may be provided with supporting infrastructure based on the frequency of use and user expectations including:

1. Furniture (seating, bins, drinking fountains)
2. Lighting
3. Fences, rails and bollards
4. Native planting
5. Public Art
6. Signage – entry, naming, directional and behavioural signage

The palette of supporting trail elements and materials are:

- suitable for site conditions;
- appropriately located and placed in relation to trail alignment and the surrounding landscape;
- consistent in their design, installation and maintenance;
- supportive of the character and town image of Mount Barker, Littlehampton and Nairne;
- uncomplicated in design, size and shape; and
- durable and robust and require low levels of ongoing maintenance.

The design and installation of supporting elements is to comply with current Australian and Council's Engineering Standards.

1. Furniture

A suite of well-designed and distinctive furniture provides amenity and character to the trail environment.

Recommendation:

Furniture is provided with trail development in appropriate locations.

- **Bench seating** is provided adjacent to trails in locations that correspond with attractive views and features. Indicative spacings are given in the table below.
- **Picnic tables** and bench seats are located within reserves or parks accessed by the trails.
- **Bins** are located at ends of trail sections or at intersecting nodes.
- **Dog waste bag dispensers** are attached to bollards and located at key entry point to trails.
- **Drinking fountains, dog-bowls** and **fitness stations** may also be included and placed within parks and reserves accessed through the trail network.
- **Bike stands** are located at destinations and reserves along the trail network responding to public needs and usage.

Indicative seating spacing (subject to detailed design)

PRIMARY + SECONDARY	400m
TERTIARY	800m
RECREATION (RURAL)	Destinations only (e.g. Mount Barker Summit)

Indicative furniture examples

2. Lighting

Lighting is a key component of trails development adding safety and liveliness to the environment and extending the usability of trails throughout the day.

Recommendation:

Lighting types and levels are provided in the table below. Lighting considers quality of lighting, illumination levels, visual appearance (both during the day and at night), robustness (in terms of vandal resistance and low maintenance), light pollution and energy efficiency.

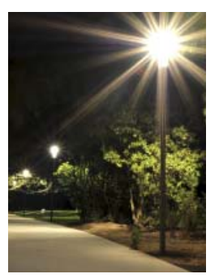
Lighting options for the Mount Barker, Littlehampton and Nairne trails include:

- pole top lights (4.5m – 6m);
- recessed / ground mounted lights;
- bollard lights;
- incorporating fittings into built structures (i.e bridges, underpasses);
- automatic control and sensing;
- LED + solar lights; and
- street lights (may include a pathway outreach – see image below).

Indicative lighting requirements (subject to further investigation + detailed design)

PRIMARY	P3 Category (generally) for visibility of trail and trail users. P2 to improve safety and awareness at intersections and focal points (refer Australian Standard AS1158).
SECONDARY	Preference for P3 generally and P2 at intersections and focal points, in line with providing an appropriate level of service and community expectations.
TERTIARY	Key features including trail intersections, high use areas, landmarks, uplighting Significant and culturally important trees, pedestrian gathering and focal points, bridges and underpasses.
RECREATION (RURAL)	Not recommended.

Spacing of lights is determined through lighting calculations in the detailed design phase. Trail sections around central Mount Barker receive priority for implementation, in line with community expectations.



Pole top lighting example

Example of street light with pathway outreach

Recessed paving lighting example

3. Fencing, Rails and Bollards

A consistent suite of fencing, rails and bollards improves safety and provides character to the trail environment.

Recommendation:

Fencing is recommended in high risk areas – i.e. where there are significant drop-offs, designated waterways or culverts, or where there is potential for users to leave the sealed surface.

- Fencing to be of an open rail style to assist site lines and passive surveillance.
- Fence elements (e.g. posts, railings etc.) are designed to minimise the possibility of cyclists snagging handlebars or pedals.
- Fence materials have a smooth finish and avoid splinters, burrs, sharp or rough edges.
- Preferred fence height is 1.4m (minimum 1.2m) with the end of fences to be at least 1m from path edge but may taper closer to the path edge up to 0.3m (as per Austroad Standards).

Rest rails for cyclists are recommended at key locations (i.e trail and main road intersections) where sought by users, throughout the trail network.

Bollards are placed to control unwanted vehicle access to trails. Austroad Guide to Traffic Engineering Practice Bicycles (sect. 6.7.3.1[e]) states that bollards and other obstacles "present safety and convenience problems to cyclists and should only be used where no other alternative facilities are available".

Example of rails and fences suitable for cyclists

4. Native Planting

Planting contributes to the character of the trail and provides an attractive environment for users.

Recommendation:

- Planting of low-maintenance native vegetation adjacent to the trail alignment and remediation of the construction zone.
- Utilise trail development as an opportunity to remove weeds and exotic species with native grasses, groundcovers and trees.
- Avoid planting that requires irrigation and regular maintenance.
- Detailed design provides trail alignments that incorporate retention of existing Significant trees.
- Use native plants of local provenance to increase the biodiversity of vegetation, assist with Water Sensitive Urban Design (WSUD) and create habitat for wildlife.
- Opportunity for amenity planting at entry points to trails and supporting interpretive signage to educate and inform trail users.

PRIMARY + SECONDARY	Native planting beds to support higher trail standard and amenity. Some feature planting and interpretation.
TERTIARY	Some low-density planting as appropriate to remediate the alignment.
RECREATION (RURAL)	Existing native vegetation. Maintain vegetation clearance to trail edge (0.5m) and weed control. Broadscale tubestock planting in some areas.

Examples of native planting adjacent to an urban trail

5. Public Art

Public art adds interest for trail users and helps communicate a socially rich environment through representation and expression of european and indigenous culture, natural character and other distinctive features of the area.

Recommendation:

Public and community art is strategically integrated into the Mount Barker, Littlehampton and Nairne trail network. In particular, artwork is incorporated in signage and graphics to increase ease of communication and legibility of the trail network.

A co-ordinated approach to public art is developed through collaboration with Arts SA, Council and local artists to support the creation of a strong regional identity for the trails network.

Initiatives include:

- identification of the local history and heritage;
- incorporation of art in trail signage, paving and graphics; and
- opportunities for themes or precincts to define the trail network and improve communication and legibility of different trails and routes.

Public art examples

6. Signage

Directional, interpretative and advisory signage are key components in trails development.

Recommendation:

A co-ordinated trails signage strategy is established within the Mount Barker, Littlehampton and Nairne trail network to improve legibility, enhance the image and encourage residential and visitor use. The signage includes directional, interpretive and advisory signage.

- **Directional signage** is located at entries, bridges and intersections. It also indicates open spaces, community facilities and other notable destinations. Main entry signage features a route map and usage guide for users and is strategically placed at each entry point to a trail. Directional signage may also include 'markers' to identify the trail route, distance and travel time through regular ground level marker signs.

- **Interpretive signage** is strategically located at points of interest along the trails. Opportunities for interpretation may include educational content on flora, fauna or cultural heritage.

- **Advisory signage** provides legal information (i.e. trail type) and advises of a potential hazards (i.e. road crossing). Signage requirements are detailed in the Australian Standards.

Objectives for a successful signage strategy include:

Marketing and Image
Information and signage has a marketable image and identity that inherently reinforces the character of the area.

Clarity and consistency
Signage is coherent and consistent across the range of display material, but allows for the unique requirements of specific uses and activities.

Safety, surety and visibility
The placement of signs and information contributes to the perception of personal safety. Signage meets the needs of users 24 hours a day and year round.

Aesthetics
The overall design approach results in minimal visual clutter whilst maintaining effective communication. Signage is developed in conjunction with marketing and interpretation objectives.

A co-ordinated signage strategy is to apply across all trail types.

PRIMARY + SECONDARY	Integrated approach to entry signage & route maps. Simple directional markers at each trail intersections or every 400m (whichever comes first). Interpretive signage at select points of interest.
TERTIARY	Directional markers at trail intersections.
RECREATION (RURAL)	Simple advisory. Additional signage as demand requires.

Trail signage examples

Pocket Park Opportunities

Pocket parks add value to the trail network offering spaces to rest, relax, exercise and meet. Pocket parks may include various facilities such as seating, cycle rails and bike stands, toilets, car parking, drinking fountains and exercise equipment.

The plan below identifies existing Council reserves in key locations along the proposed trail network. The reserves present an opportunity for enhancement as parks with supporting trail facilities. Reserve development and upgrades are to be in accordance with Council's Recreation and Open Space Strategy.

At **minimum** pocket parks include:
- seating;
- signage; and
- bike racks.

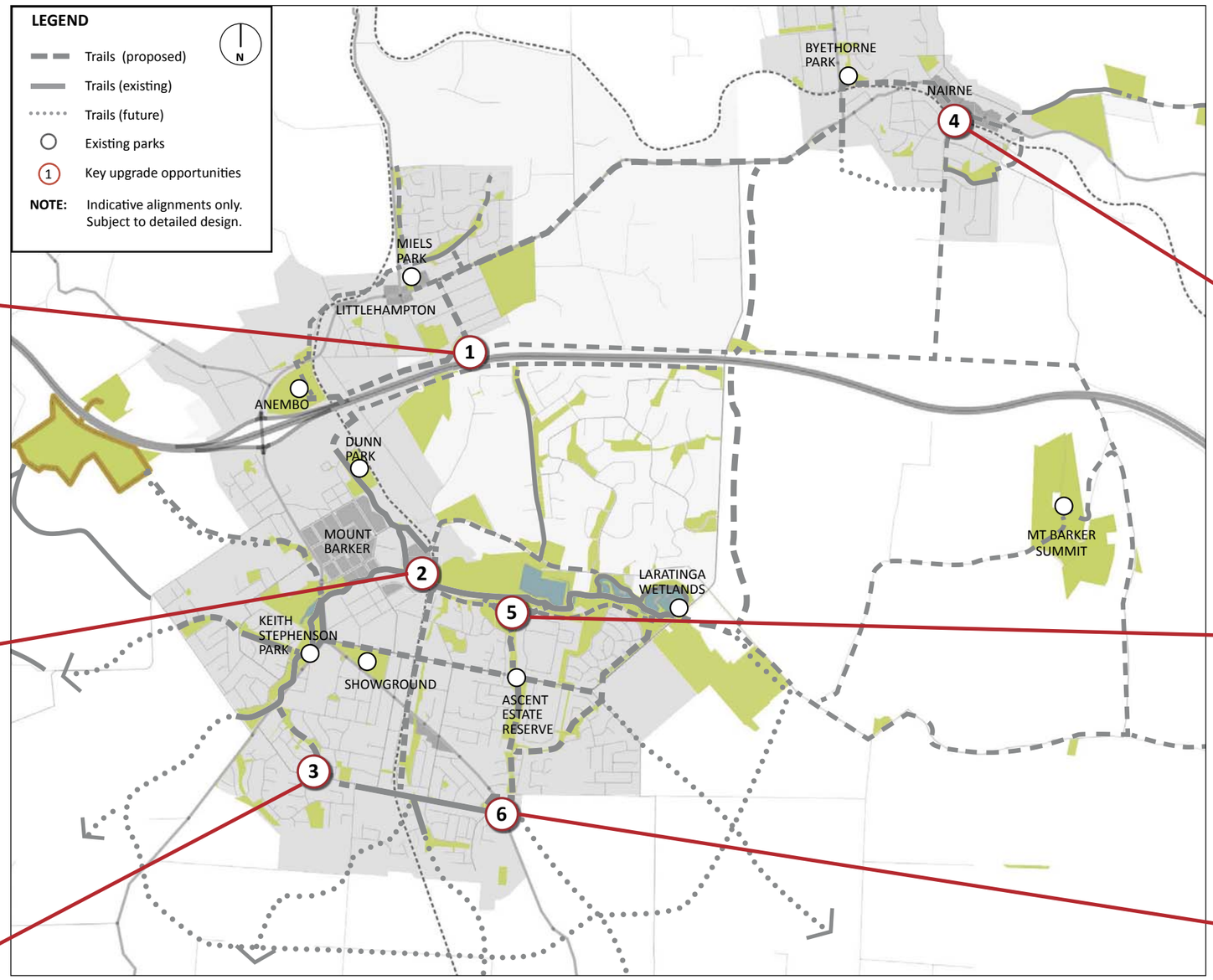
Additional facilities may include:
- toilets;
- car parking;
- drinking fountains; and
- exercise equipment.

Reserve development and facility upgrades are to be consistent with Council's Recreation and Open Space Strategy.

1 FULFORD TERRACE RESERVE

2 LAND NEAR HOMEMAKER CENTRE

3 CHEMSFORD RESERVE



4 MICK MURPHY PARK

5 MOUNTAIN GLEN RESERVE

6 PATERSON RESERVE

Note: The six pocket parks identified above are examples only. Pocket park development may include other reserves, in line with community expectations and Council's Recreation and Open Space Strategy.

Trail Guidelines

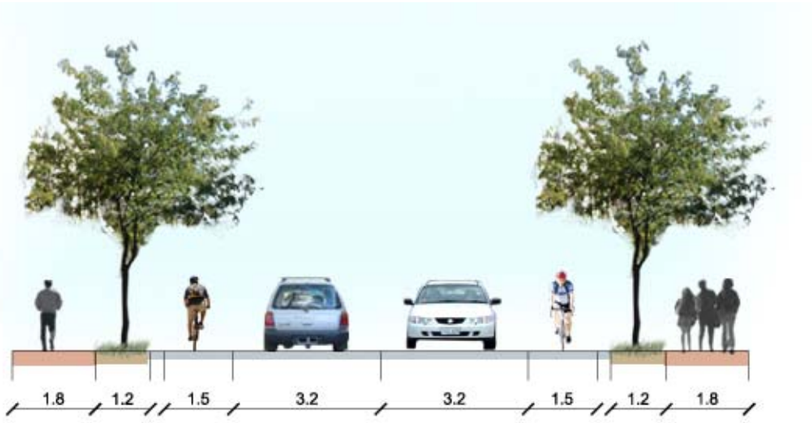
The district of Mount Barker, Littlehampton and Nairne is continuing to experience enormous growth in both residential and commercial land uses. Integrating existing trail networks and connecting with new and future works is vital to ensure an efficient and responsive trails network. Trail Guidelines, in association with this Trail Implementation Plan, will help direct trail requirements and integration in new greenfield developments.

Recommendation:

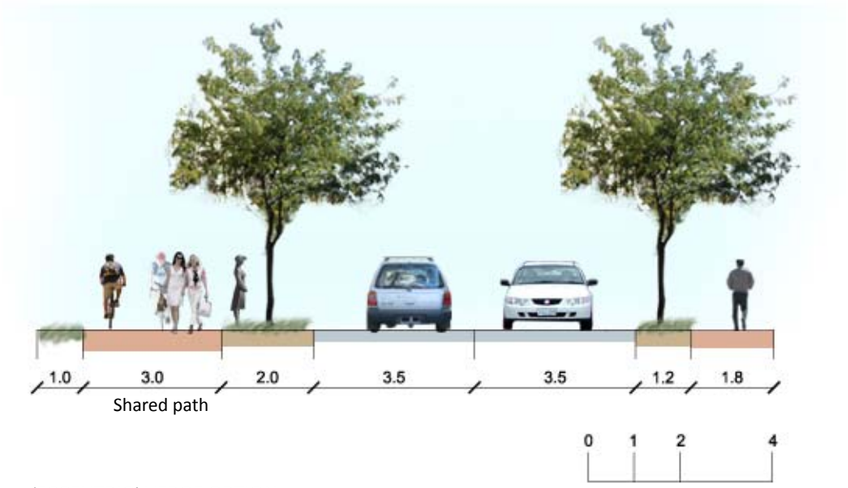
Develop a Trail Policy with requirements for new greenfield developments and incorporate into DCMTB Planning and Design Documents.

The Trail Policy shall consider:

- Requirements for new developments to link with the surrounding trail network.
- Minimum road reserve widths and option of eccentric verges (refer figures right).
- Requirements for trail widths and surface treatments.
- Appropriate interface between trails and private land.
- Avoiding 'dead ends' for pedestrians and cyclists (i.e. discourage cul-de-sacs or at minimum provide links for pedestrians and cyclists).
- Maintain priority for trails and paths over driveway cross-overs.
- Maintenance and emergency vehicle access.
- Reservation of land for future trails in township expansion areas.
- Set-backs to watercourses.



'EQUAL' VERGE OPTION



'ECCENTRIC' VERGE OPTION

6. Action Plan

Staging

Achieving the desired outcomes for the trail network of Mount Barker, Littlehampton and Nairne requires the staging of achievable actions over time.

The Trails Plan identifies trail sections to assist with staging, funding applications and strategic design and implementation of trails.

Recommendation:

Priority 1: Primary Trail

Priority is given to continuing the development of the Primary Trail Route to connect the three townships and complete the 'backbone' of the trail network for Mount Barker, Littlehampton and Nairne. Forward budgeting from Council with assistance from external funding sources will allow the implementation of the Primary Trail Route.

Priority 2: Secondary and Tertiary Trails (Existing Urban Areas) and Rural Links

Secondary and Tertiary Trails are progressively implemented as additional funding allows and as residential areas are expanded through developer contributions.

Priority 3: Future growth areas

Extension of the Primary, Secondary and Tertiary Trail networks into future growth areas is to occur as urban expansion and development dictate. However, early planning, land reservation and trail guideline development will significantly assist future trail implementation.

Flexibility

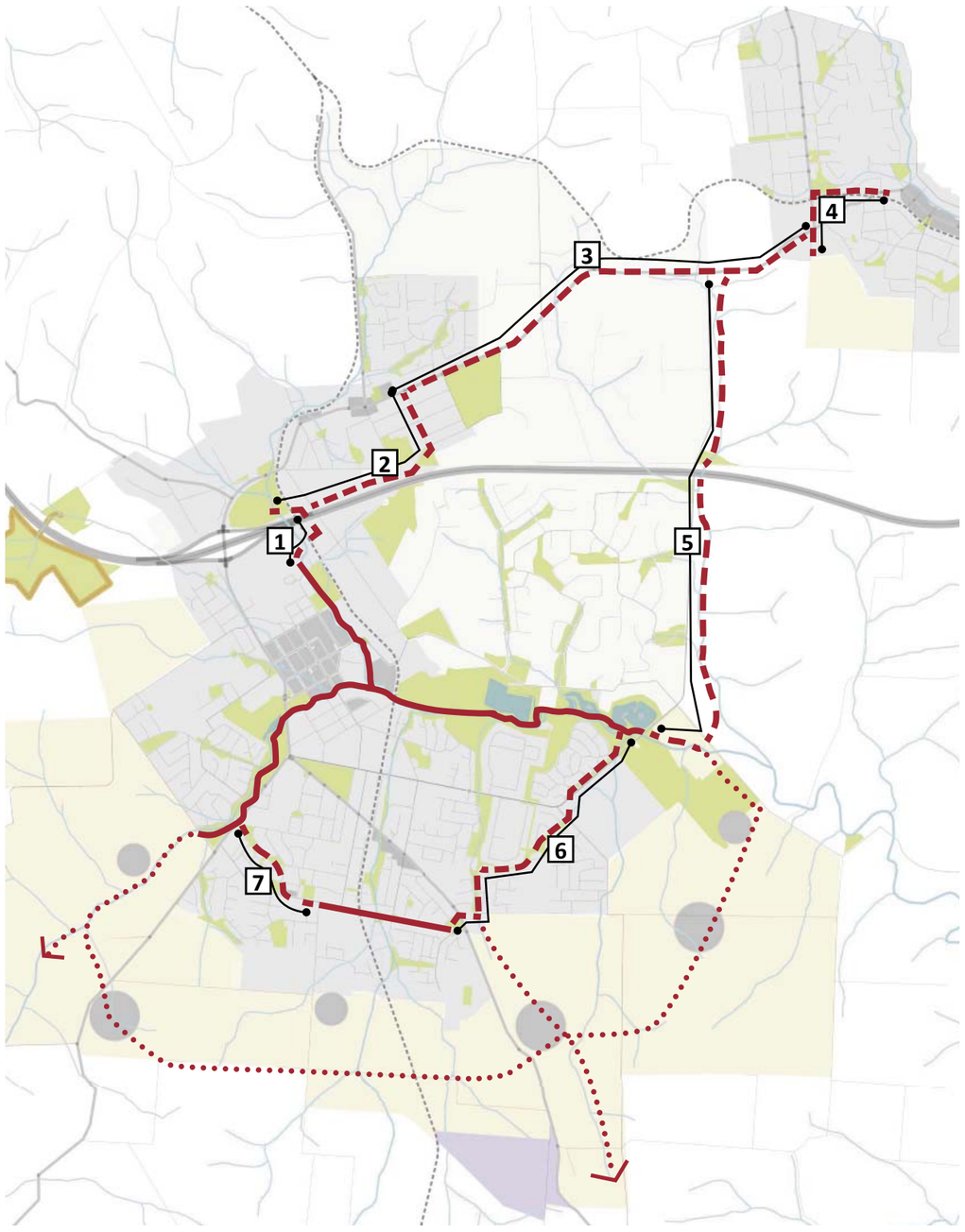
Public works, policy changes, ongoing management and maintenance are subject to Council's budget and capital works program as well as funding opportunities from State and Federal grants programs. Therefore the program of works is to remain flexible and adapted as required.

Action Plan

Primary Trails

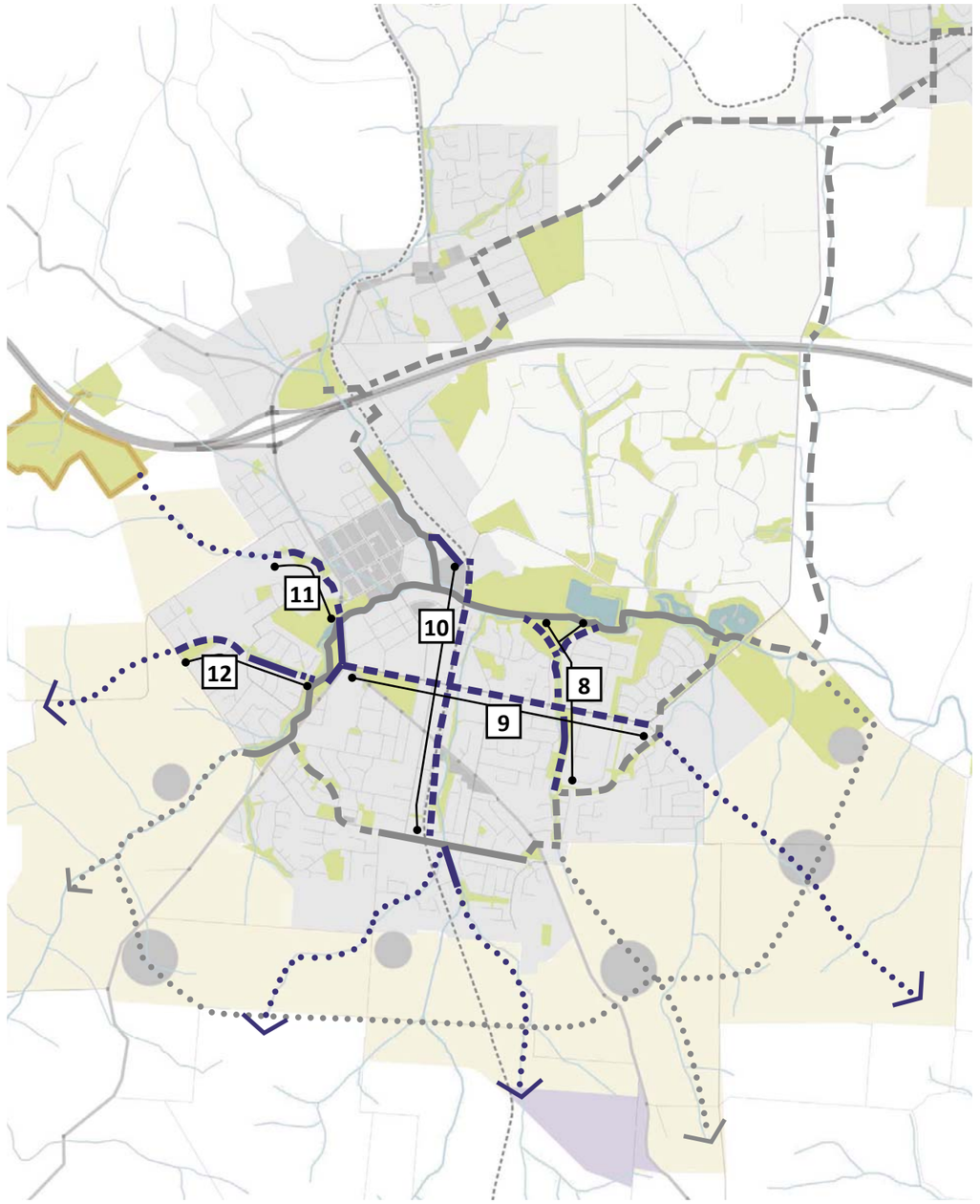
Trail Section	Alignment Options	Length (approx)	Priority	Comments
Section 1	Extends the existing Laratinga trail through Cornerstone College to Anembo Park via Cornerstone College and the existing Childs Road underpass.	0.6 km	High	Detailed designs for this section are currently being undertaken as part of the Laratinga Trail extension. Upgrade required to Childs Road underpass.
Section 2	Extends the trail from the freeway underpass at Childs Road to Littlehampton town centre. Route includes the north-side of the freeway road reserve to Fulford Terrace Reserve and the west-side footpath of Darnley Street.	2 km	High	Need to explore option to use the freeway road reserve. An alternate route is via Childs and Hallet Roads and/or through the proposed future residential area. Opportunity to link with Littlehampton Primary School.
Section 3	Connects Nairne with Littlehampton and Mount Barker along the Princes Highway. Preference is for an off-road pathway.	4 km	Medium High	A speed limit reduction could be considered (subject to expert assessment) where on-road cycle lanes are used instead of off-road pathways.
Section 4	Route includes the road reserve of Saleyard and Woodside Roads, Byethorne Park and rail reserve/North Railway Terrace.	1 km	High	Provides a connection between Nairne Primary School, Byethorne Park and the Nairne Main Street area.
Section 5	Connects Nairne with Mount Barker via a future off-road, sealed, shared use path to be located on the east side of Bald Hills Road. This will require land management agreements.	4-5 km	Medium High	Explore options for a freeway underpass upgrade or in future to link with a new freeway interchange at Bald Hills Road.
Section 6	Extends from the Hurling Drive Shared Use Path, through Paterson Reserve, Wellington Road and Duffield Avenue to Duffield Avenue Reserve (refer enlargement below). The trail continues north through Possingham Drive Reserve, Downing Street Reserve, Mount Barker Heights Reserve to Alexandrina Road. Crossing Alexandrina Road the trail continues via the reserve fronting Bald Hills Road to the Laratinga Trail.	3 km	High	Connects the Linear Trail with the Hurling Drive Shared Use Path via Council owned reserves.
Section 7	Connects the south-west section of the Linear Trail with the new Hurling Drive Shared Use Path. Route includes Edward Street Reserve, Gallasch Drive, Chelmsford Reserve and Hurling Drive.	1.5 km	High	An alternate route is via Princess Road, Hughes Street and Alexander Drive Reserve.

Map



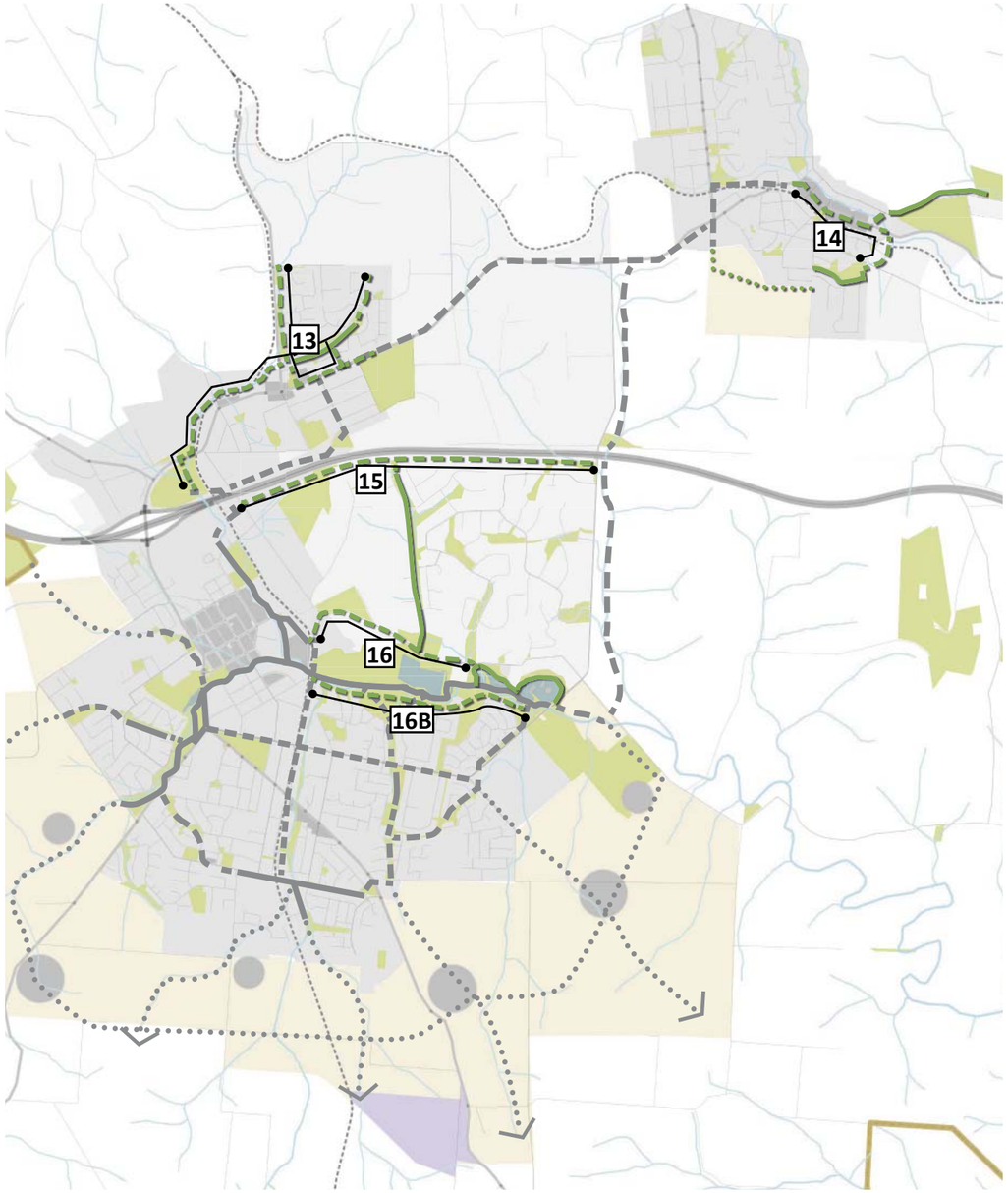
Action Plan

Secondary Trails

Trail Section	Alignment Options	Length (approx)	Priority	Comments	Map
Section 8	Extends north/south from the Laratinga Trail to the proposed primary trail in Downing Street Reserve. Trail alignment is via Council Reserves including Downing Street Reserve, Ascent Estate Reserve and Mountain Glen Reserve.	2 km	Medium High	There is an existing trail segment (0.4km) in Ascent Estate Reserve.	
Section 9	Extends along the south-side footpath from Adelaide Road to the rail corridor (linking with Section 10), crossing to the north-side footpath to Mountain Glen Reserve (linking with Section 5) and returning to the southern side to Bald Hills Rd (linking with Section 8).	2 km	Medium	Provides an east/west link along Alexandrina Drive in Mount Barker.	
Section 10	Extends south from Dutton Road shared use path via the railway reserve to Hurling Drive. From Hurling Drive the trail enters Bluestone Estate and the new residential zone, aligning with the existing watercourse. An alternate route includes the stormwater reserves east of the railway alignment.	2 km	Medium High	Opportunity to link with St Francis De Sales College. The trail alignment bisects the proposed Section 9 shared use path along Alexandrina Road and the existing shared use path along Hurling Drive.	
Section 11	Extends from the existing Linear Trail in Keith Stephenson Park north along Adelaide Road to Dumas Street Reserve and through the new residential zone to Totness Recreation Park.	0.7 km	Medium	The route follows that indicated in the Adelaide Rd Keith Stephenson Park Master Plan. Opportunity to connect to Mount Barker Primary School and Tafe and Library. Future link to Totness Recreation Park.	
Section 12	Extends west from the Linear Trail in Keith Stephenson Park to the existing path in Memorial Walkway Reserve. The section continues west to Thiele Avenue and Fry Street Reserve.	1.2 km	Medium	Opportunity in the future to extend the trail into the new residential zone.	

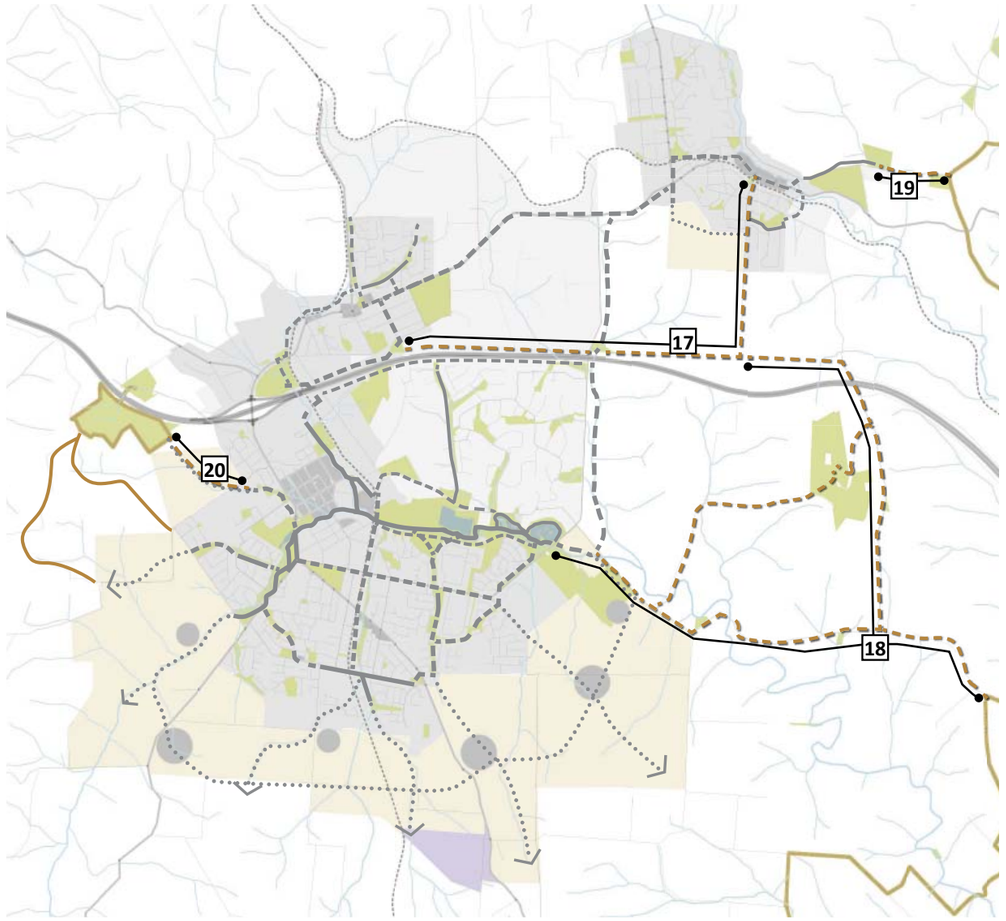
Action Plan

Tertiary Trails

Trail Section	Alignment Options	Length (approx)	Priority	Comments	Map
Section 13	Western part: Extends from Anembo Park, along Kookaburra Rd, Clems Lane and railway reserve to Junction Road. Eastern part: extends north from the Littlehampton town centre along Junction Rd Reserve and also north-east through Spring Park Farm Reserve.	5-7 km	Medium	Offers a loop trail around Littlehampton (linking with the Primary Trail).	
Section 14	Princes Hwy (or an alternative is North Rd), Matthew Smillie Reserve and future link across the new residential zone.	2 km	Medium	Offers a loop around Nairne (linking with the Primary Trail). Incorporates existing trail sections on Woodside Road and in Matthew Smillie Reserve. Links with the existing shared use trail to Nairne Oval.	
Section 15	Freeway road reserve (south side).	3.5 km	Medium Low	An alternate route may link Daddow Rd, Cameron Rd and Childs Rd.	
Section 16	Springs Road	2 km	Medium Low	Links Laratinga Wetlands with Waterford Estate, St. De Sales College and Homemaker Centre. Incorporates the track on the north side of Springs Road between the Waterford Avenue and Paddys Hill Rd.	
Section 16B	Along the southern side of Mount Barker Creek from the railway line to Trail Section 6 near Bald Hills Road.	2.5 km	Medium High	The initial trail is expected have a compacted rubble surface but may be upgraded in future. Will require a culvert crossing or bridge at watercourse in Mountain Glen Reserve.	

Action Plan

Recreation Trails

Trail Section	Alignment Options	Length (approx)	Priority	Comments	Map
Section 17	Connects Littlehampton and Nairne via Little Dublin Road and Jeffery Street.	6 km	Medium	Offers an alternate route to the Princes Highway. There is opportunity to review access with the future freeway interchange at Bald Hills Road interchange.	
Section 18	Extends along Springs and Summit Roads (sealed) or via the Williams Road (unsealed).	14 km	Medium Low	Connects Mount Barker (and also Nairne and Littlehampton) with the Mount Barker Summit. The trail also links with the Kidman Trail. It is anticipated cyclists will use the Springs and Summit Road route while walkers will use the Williams Road route.	
Section 19	Oval Road.	1 km	Low	Connects Nairne with the Kidman Trail.	
Section 20	Extends along the watercourse.	1.5 km	Low	Offers an alternate route to the Totness Recreation Park. In future, with the new residential zone, the section will be upgraded to a Secondary Trail.	

Funding Opportunities

Funding for detailed design and implementation of works may be available from:

- Public Space Grants (Planning SA)
- Arts SA
- Nation Building Program (Federal Government)
- The Department of Transport, Energy and Infrastructure (DTEI)
- State Bicycle Fund & State Black Spot Cycling Projects
- Office for Recreation and Sport (ORS)
- Developer contributions

Information on available grants can be found at:
www.grantslink.gov.au
www.sa.gov.au

Public Space Grants

Places for People program is a State Government funded initiative aimed at revitalising important public places within the State. The program offers funding to assist local governments to plan, design and build high quality community places to encourage community life and economic investment and development.

Open Space Grant funding is another State Government program that provides financial assistance to local government for the purchase, development and planning of open space. Subsides are also provided for works relating to conservation and recreation on public land.

More information on Public Space Grants and how to apply can be found at:
http://publicspace.planning.sa.gov.au

Arts SA

The role of Arts SA includes assisting the development of the arts and cultural industry and providing strategic financial support programs to the arts and cultural industry. Arts SA has a range of competitive grant areas. The ones of most relevance to this project are:

Public art and design – supports the commissioning of high-quality works of art and design for public places. Applicants in this program will be individuals, organisations, (including those in receipt of ongoing Arts SA funding), community groups and Local and State Government agencies.

Community arts development – supports arts projects, which build stronger, more cohesive communities. The priority of the program is to support community engagement and celebration, cultural diversity, social inclusion and increased access to the arts for targeted communities of need.

Further information on funding and applications can be found at:
www.arts.sa.gov.au

Nation Building Program

The Australian Government is investing $35.8 billion on road and rail infrastructure through the Nation Building Program over the six year period from 2008-09 to 2013-14.

The Department of Infrastructure, Transport, Regional Development and Local Government is delivering this investment through a range of road and rail programs and projects across the National Land Transport Network. The network is based on national and inter-regional land transport corridors that are of critical importance to national and regional growth. The most relevant programs are:

Roads to Recovery; a program to address the problem of local roads reaching the end of their economic life, and their replacement being beyond the capacity of local government.

Black Spot Funding; a program which aims to improve the physical condition or management of hazardous locations with a history of crashes involving death or serious injury.

Additional Federal funding partnerships may also be available for works associated with the South Eastern Freeway.

Department of Transport, Energy and Infrastructure (DTEI)

Opportunities may exist for cost sharing between the State Government department and Local Government for key arterial road upgrades.

State Bicycle Fund & State Black Spot Cycling Projects

Each year the Department for Transport, Energy and Infrastructure (DTEI) provides funding subsidies to councils to promote cycling through the State Bicycle Fund and the State Black Spot Program-Cycling Projects.

State Bicycle Fund
The State Bicycle Fund is an annual subsidy scheme that provides financial assistance of up to a dollar for dollar basis for Councils to progress cycling initiatives in their local area. The Fund has fostered a long-standing partnership between the State Government and local councils to respond to Federal, State Government and Council strategies relating to encouraging cycling.

State Black Spot Cycling Program
The State Black Spot Program is directed towards bringing about significant reductions in crashes by the identification and treatment of locations and sections of road that have an unsatisfactory casualty crash record or that have a significant crash potential. Funds from the State Black Spot Program are specifically available to Councils as subsidy funding for cycling safety infrastructure projects.

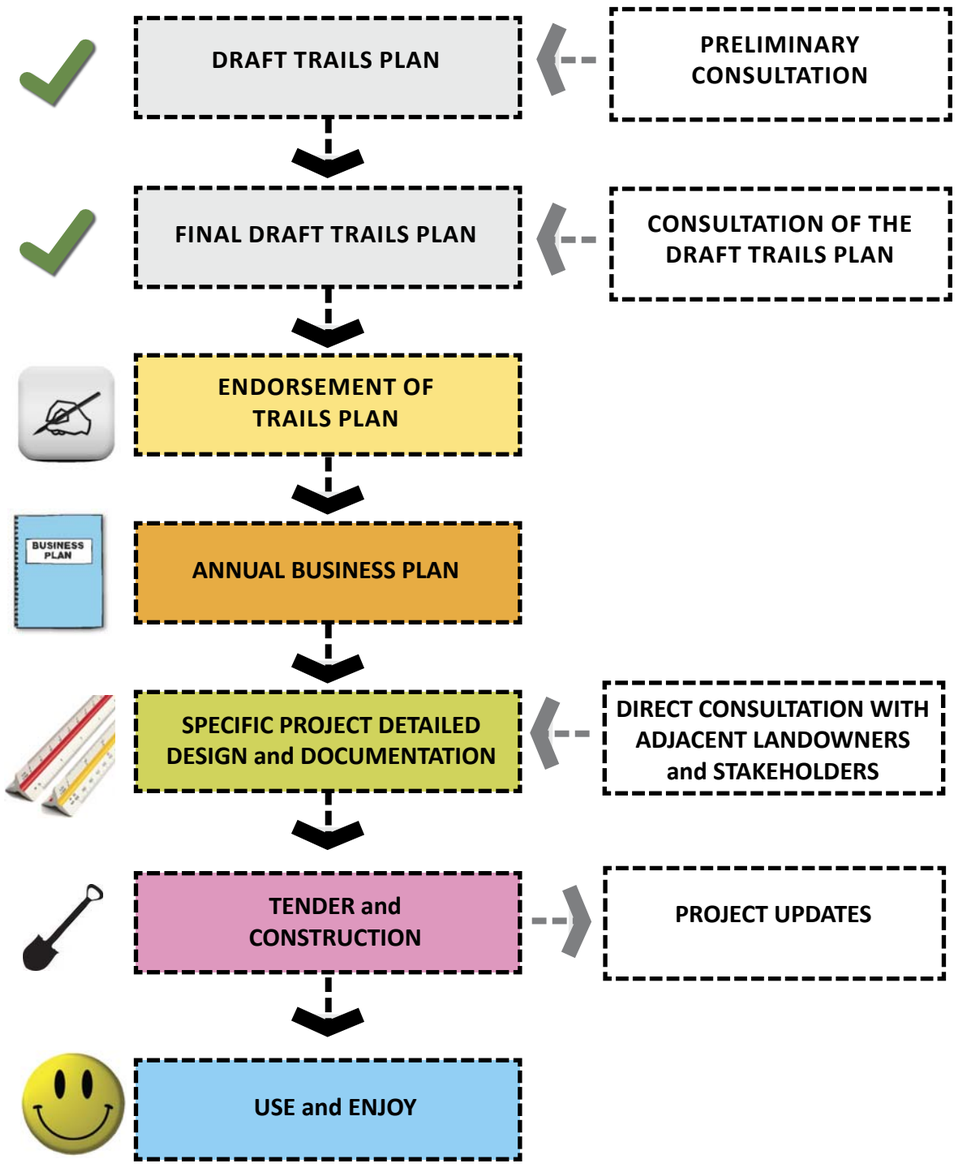
Office for Recreation and Sport (ORS)

Fund sharing opportunities for certain projects are also available with the Office for Recreation and Sport (ORS).

Developer contributions

Developer contributions are also an opportunity for the local government to fund infrastructure works.

Next Steps

The Trails Plan provides direction for the development of trails in, and around, Mount Barker, Littlehampton and Nairne. It presents an over-arching vision of an integrated trails system, based around a Primary Trail core.

Adoption of the Trails Plan document will lead to the preparation of detailed designs that explore specific trail alignments for each section, for the implementation of works and the enjoyment of trail use.