

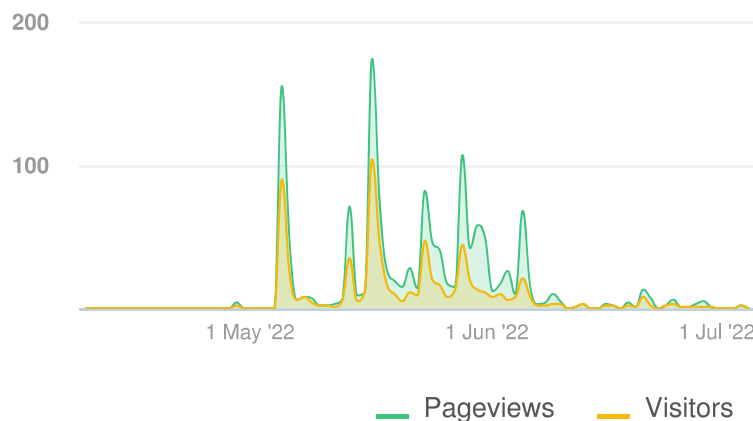
Project Report

02 May 2020 - 03 June 2022

Your Say Mount Barker Integrated Transport Plan



Visitors Summary

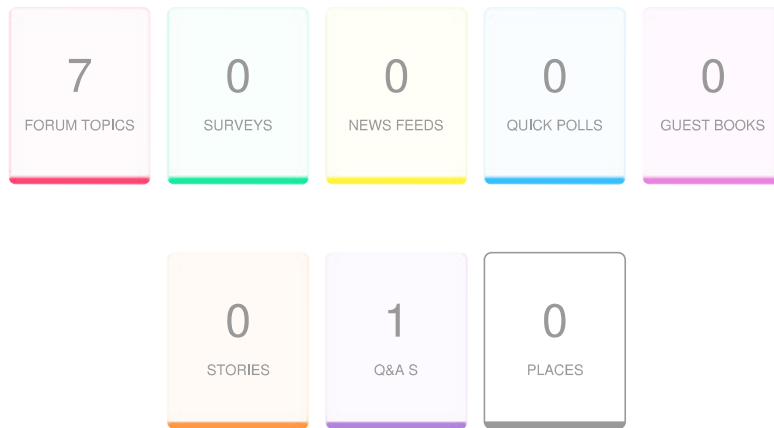


Highlights

TOTAL VISITS	MAX VISITORS PER DAY	
753	104	
NEW REGISTRATIONS		
19		
ENGAGED VISITORS	INFORMED VISITORS	AWARE VISITORS
17	159	618

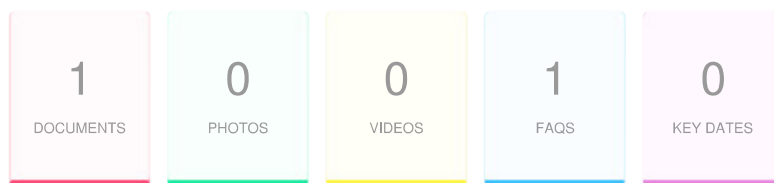
Aware Participants		618	Engaged Participants		17		
Aware Actions Performed		Participants	Engaged Actions Performed				
Visited a Project or Tool Page		618		Registered	Unverified	Anonymous	
Informed Participants		159	Contributed on Forums		15	2	0
Informed Actions Performed		Participants	Participated in Surveys		0	0	0
Viewed a video		0	Contributed to Newsfeeds		0	0	0
Viewed a photo		0	Participated in Quick Polls		0	0	0
Downloaded a document		22	Posted on Guestbooks		0	0	0
Visited the Key Dates page		15	Contributed to Stories		0	0	0
Visited an FAQ list Page		18	Asked Questions		2	0	0
Visited Instagram Page		0	Placed Pins on Places		0	0	0
Visited Multiple Project Pages		141	Contributed to Ideas		0	0	0
Contributed to a tool (engaged)		17					

ENGAGEMENT TOOLS SUMMARY



Tool Type	Engagement Tool Name	Tool Status	Visitors	Contributors		
				Registered	Unverified	Anonymous
Forum Topic	Theme #2 Active Transport	Archived	53	12	0	0
Forum Topic	Theme #4 Parking	Archived	28	4	0	0
Forum Topic	Theme #5 Public Transport	Archived	26	3	1	0
Forum Topic	Draft Lead Strategy	Archived	40	2	1	0
Forum Topic	Theme #6 Technology and Innovation	Archived	13	2	0	0
Forum Topic	Theme #1 Road Network Management	Archived	27	1	0	0
Forum Topic	Theme #3 Road Safety	Archived	8	0	0	0
Qanda	Ask a question	Published	45	2	0	0

INFORMATION WIDGET SUMMARY



Widget Type	Engagement Tool Name	Visitors	Views/Downloads
Document	Integrated Transport Plan draft Lead Strategy.pdf	22	25
Faqs	faqs	18	18
Key Dates	Key Date	15	15

FORUM TOPIC

Theme #6 Technology and Innovation


Visitors 13	Contributors 2	CONTRIBUTIONS 2
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21 May 22 [REDACTED]			<p>Given that we are on a transition to electric transport to meet Councils Climate Action Plan- what are we doing with infrastructure to support this? There is only 1 EV charging station in Mt Barker area and it is now obsolete for current EVs. Have we considered looking to leaders in this field, such as Oslo, Norway for inspiration and insight on a successful transition (now >90%EV)</p>
AGREES 1	DISAGREES 0	REPLIES 0	

FORUM TOPIC

Theme #1 Road Network Management

Visitors 27	Contributors 1	CONTRIBUTIONS 1
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30 May 22 			<p>The inclusion of "embedding environmental and amenity objectives in planning and design" is encouraging, but one wonders what this will mean in practice, when traffic growth continually trumps lifestyle. An example in Mount Barker is the escalating traffic noise that dominates the lived experience of many long-term residents. Traffic planners who do not live in the town, and who work mainly from computerised maps, attach no significance to this issue. Since no steps whatsoever have been taken to monitor levels of traffic noise, this problem (amongst others) seems destined to remain invisible and unaddressed.</p>
AGREES	DISAGREES	REPLIES	
0	0	0	

FORUM TOPIC

Theme #4 Parking

Visitors 28	Contributors 4	CONTRIBUTIONS 5
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<div>04 May 22</div> <div> <div></div> </div> <div> <div>AGREES</div> <div>2</div> </div> <div> <div>DISAGREES</div> <div>0</div> </div> <div> <div>REPLIES</div> <div>1</div> </div>	<p>There is no mention of bike parking here. It is sorely lacking around town, especially on Gawler Street. It will be needed if cycling becomes popular as the council says it desires. Cycling infrastructure may alleviate the need for a multi-deck off street car park.</p>
<div>11 May 22</div> <div> <div></div> </div> <div> <div>AGREES</div> <div>0</div> </div> <div> <div>DISAGREES</div> <div>0</div> </div> <div> <div>REPLIES</div> <div>0</div> </div>	<p>Great point TimA. We will take this on board. Thank you</p>
<div>22 May 22</div> <div> <div></div> </div> <div> <div>AGREES</div> <div>0</div> </div> <div> <div>DISAGREES</div> <div>0</div> </div> <div> <div>REPLIES</div> <div>0</div> </div>	<p>Review parking out front of Grey's. Inn when a larger vehicle is angled parked can make it very difficult for bus trucks to pass safely. Plus coming from McLean street you can not see what is coming down from Gawler street you are required to be most of the way out to see what is coming.</p>

FORUM TOPIC

Theme #5 Public Transport

Visitors 26	Contributors 4	CONTRIBUTIONS 5
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28 May 22

AGREES	DISAGREES	REPLIES
0	0	0

Mt Barker is expanding rapidly. Decent public transport to get cars off the road would be great, especially linking Mt Barker and surrounds to the city of Adelaide.

30 May 22

AGREES	DISAGREES	REPLIES
1	0	1

Public transport (buses) need to be added to service all new developments within Mount Barker, especially as the new developments are located on the edges of the current bus services and current bus stops are too far to walk to for many residents. Consideration for the expansion of these routes needs to be factored, especially along main roads such as Wellington Road which connects to the Glenlea Estate, now pushing the boundaries of Mount Barker. A train service to the CBD from Mount Barker would be incredible to see. Suggestion for an additional “park and ride” to be constructed close to the Bald Hills Road freeway on ramp/exit to reduce congestion in the town center trying to get to the Dumas St “park and ride”. Suggestion to create an “interchange” in Mount Barker, similar to that of Paradise interchange, that services neighboring townships to easily access Mount Barker by public transport, and provide bus services from the interchange to the CBD, and to Murray Bridge.

31 May 22

AGREES	DISAGREES	REPLIES
0	0	0

I agree with all these comments. It has always seemed crazy to me to locate a Park and Ride in Dumas St, as it just forces more traffic into the already-congested centre of Mount Barker. A transport interchange like the Paradise one would be excellent.

02 June 22

AGREES	DISAGREES	REPLIES
0	0	0

I would love to see a Park n Ride facility near the Summit Sport and Rec Park. This could also service the new development areas, whilst also allowing public transport to the sports hub.Cr Sam.

FORUM TOPIC

Draft Lead Strategy

Visitors 40

Contributors 3

CONTRIBUTIONS 5

04 May 22

AGREES

0

DISAGREES

0

REPLIES

0

BIG DIPPER RD - AKA BOLLEN ROAD I've owned property in Bollen road since 2012. And lived here a good while as well. Bollen road is not safe ! And one major reason is that it's a "Big Dipper" road. In fact from now on I'm going to refer to Bollen road as BIG DIPPER ROAD. Why ? Because about 10% of drivers treat it as a Big Dipper to have some fun on.. And some of these drivers are driving trucks ! Other FACTS about Big Dipper Road : 1 : The road is partially blocked at 3 sites by construction exclusion cyclones fences on the road's tarred edge. Requests to the various companies doing the work get nowhere. And the Council staff refuse to do anything about this. He said it's safe ! 2: There are huge trucks moving equipment, soil, building materials and road plant often with trailers on the back. As they head down the steep slope on this road they pick up speed and exceed the 60 km speed limit. 3: There are all the tradies in their 4WD's (often with tandem trailers on the back) ploughing their way through BIG DIPPER ROAD to all the jobs they are doing around Mt Barker. 4: And every weekday morning and evening there are all the commuters taking a short cut to the freeway via BIG DIPPER road & Hawthorn road. They are sick & tired waiting in congested traffic at the various roundabouts and traffic lights on Adelaide Road, to get to the freeway. 5 : Then there are the actual residents, the people who live on Bollen road or own homes there. We just want to be able to safely exit from our driveway & homes. And of course be able to safely return home. But we are confronted by this huge increase in traffic flows, and for some of us also have blind crests which mean we can't see what's coming.. 6 Next year the Baptist Kings Grammar School (currently being constructed on Big Dipper road) will open. The estimated school student population will build up to 1200 kids eventually.. And of course that means lots more extra cars on Big Dipper road with parents dropping off and collecting their kids and school staff coming & going.. 7 : Next year the Baptist Church will start building a residential Baptist Aged Care home next to the new school. So again there will be lots more traffic with by staff, relatives and medical personnel. 8 : Big Dipper road ends up the top of the hill in a T intersection at Hawthorn road. Any driver trying to turn right into Hawthorn road is faced with NOT being able to see more than 20 meters to the right. Attempting to turn right in Hawthorn road out of Big Dipper road, is thus bloody dangerous. And turning left into Hawthorn road is also dangerous. There is a major risk of being rear ended by some idiot powering up & over the crest at speed and rear ending cars turning left into Hawthorn road. In fact this almost happened to me a week ago. BIG DIPPER road is a Council road. The MBDC is responsible for its development and safety. And I've spoken over the past 2 years at length to various MBDC staff about Bollen road. I even bailed up some of the Councillors at one of their public 'public consultation' meetings. And was told I had no right to speak ! Bloody BS ! I've been told that the Council has plans.. Or is 'developing' plans. But we've waited far too long ! And so far absolutely nothing has been done. And to be frank that's crap. It's time for the MBDC to pull its finger out !

FORUM TOPIC

Draft Lead Strategy

26 May 22



AGREES

0

DISAGREES

0

REPLIES

0

I have now examined forensically this whole process of Consultation with the Mt Barker District Community. Frankly it is full to the brim with bureaucratic incomprehensible intimidating jargon. And that jargon is meaningless to 99% of Mt Barker residents. And as a natural consequence there are hardly any comments from the community so far. A grand total of 7 from 29,000 people in Mt Barker district, on my quick count as of the 27th of May. I strongly suggest that if Councillors and employed staff really want residents to have this whole "DRAFT LEAD STRATEGY" start again with the primary aim of using normal Australian English language that residents can understand. (BYW, my count does not include my own comment of early this month about the dangerous & unsafe state of Bollen road. That comment with its simple, easy to understand, blunt Australian English, was removed by Bang the Table, the Melbourne based mob who control what comments actually get to be read by the councillors and the Council staff. Ummm? But that's a separate issue. to be discussed by Mt Barker residents as I & they see fit elsewhere.)

28 May 22



AGREES

0

DISAGREES

0

REPLIES

1

It is difficult to provide meaningful feedback in this forum as we have not been provided with any specific information about what the transport plan is likely to contain. I am guessing that this is why almost nobody has chosen to post. While it is true that the Council does not directly control the major traffic arteries that converge in Mt Barker, I think the public would be interested to know the direction of Council thinking, which would presumably set the tone for the "lobbying" role recognised on this site. There are a few pressing issues that are hard to avoid. For example: • To what extent does the Council see its traffic masterplan as being bound up with works affecting the mooted freeway interchange at Hahndorf? • In the event that the Heysen Boulevard is ever completed, does the Council still support the plan to direct this traffic down Hawthorn Road, with the addition of yet another choke point in this section of Adelaide Road? Or has some consideration been given to the creation of a major roundabout at the freeway entrance? • Given the negative impacts of traffic noise and congestion already being experienced in Mt Barker, does the Council intend to support the ongoing broadening of regional traffic corridors along Flaxley and Wellington roads, directing yet more traffic through the town centre? Or (noting that the Heysen Boulevard is intended for local light traffic only) is there some plan afoot to allow heavy traffic to bypass the settled areas of the town? For over a decade, the unfettered growth of traffic has seriously undermined the quality of many people's lives in the older sections of Mount Barker. We have been waiting for some thirteen years for a transport masterplan to provide us with some relief. As the traffic planners of the Mount Barker Council are presumably not starting off now with a completely blank slate, it would be great to know, even in the most general terms, what they have in mind. Whatever it is, the public may have an opinion about it, and public consultation apparently concludes on June 3.

FORUM TOPIC

Draft Lead Strategy

03 June 22 [REDACTED]		
AGREES 0	DISAGREES 0	REPLIES 0

BIG DIPPER RD - AKA BOLLEN ROAD I've owned property in Bollen road since 2012 . And lived here a good while as well. Bollen road is not safe ! And one major reason i s that it's a "Big Dipper" road. In fact from now on I'm going to refer to Bollen road as BI G DIPPER ROAD. Why ? Because about 10% of drivers treat it as a Big Dipper to hav e some fun on.. And some ofo here drivers are driving trucks ! Other FACTS about Big Dipper Road : 1 : The road is partially blocked at 3 sites by Construction exclusion cyc lones fences on the road's tarred edge. Requests to the various companies doing the w ork get no where. And the Council staff refuse to do anything about this. He said it's saf e ! 2: There are huge trucks moving equipment, soil, building materials and road pla nt often with trailers on the back. As they head down the steep plope on this road they pick up speed and exceed the 60 ks. speed limit. 3: There are all the tradies in their 4 WD's (often with with tandem trailers on the back) ploughing their way through BIG DI PPER road to all the jobs they are doing around Mt Barker. 4: And every week day mor ning and evening there are all the commuters taking a short cut to the freeway via BIG DIPPER road & Hawthorn road. They are sick & tired waiting in congested tr affic at the various roundabouts and traffic lights on Adelaide Road. to get to the freewa y . 5 :Then there are the actual residents, the people who live on Bollen road or own ho uses there. We just want to be able to safely exit from our driveway & homes. And of course be able to safely return home. But we are confronted by this huge increase i n traffic flows. and for Some of us also have blind crests which mean we can't see what 's coming.. 6 Next year the Baptist Kings Grammar School (currently being constructe d on Big Dipper road) will open. The estimated school student population will build up t o 1200 kids eventually..And of course that means lots more extra cars on Big Dipper ro ad with parents dropping off and collecting their kids and school staff coming & goi ng.. 7 : Next year the Baptist Church will start building a residential Baptist Aged Care home next to the new school. So again there will be lots more traffic with by staff, relati ves and medical personel. 8 : Big Dipper road ends up the top of the hill in a T intersect ion at Hawthorn road. Any driver trying to turn right into Hawthorn road is faced with N OT being able to see more than 20 meters to the right. Attempting to turn right in Hawt horn road out of Big Dipper road, is thus bloody dangerous. And turning left into Hawth ron road is also dangerous. There is a major risk of being rear ended by some idiot po wering up & over the crest at speed and rear ending cars timing left into Hawthorn road. In fact this almost happened to me a week ago. BIG DIPPER road is a Council ro ad. The MBDC is responsible for it's development and safety. And I've spoken over th e past 2 years at length to various MBDC staff about Bollen road. I even bailed up som e of the Councillors at one of their public 'public consultation' meetings. And was told I had no right to speak ! I've been told that the Council has plans..Or is 'developing' plan s. But we've waited far toooo long ! And so far absolutely nothing has been done. And to be frank that's. It's time for the MBDC to pull it's finger out !

03 June 22 [REDACTED]		
AGREES 0	DISAGREES 0	REPLIES 0

What a sensible and clearly expressed thoughtful comment. O agree with you complet ely.

FORUM TOPIC

Theme #2 Active Transport

Visitors 53	Contributors 12	CONTRIBUTIONS 41
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03 May 22



AGREES

5

DISAGREES

0

REPLIES

0

I've done almost 5000km around Mount Barker on my electric bike in 2 years. Mostly to take my kids to school and day care, but also for shopping and social activities. Cycling is my first choice, but I often don't feel safe. Cycling infrastructure here is almost non-existent. The rare 'painted bike gutter', and only a few places to chain bikes to in town. The bright spot is the excellent shared paths along the creek and railway. Modal separation is necessary where possible to make cyclists feel safe. More of this, please! If council is serious about having walking and cycling being the "first choice" for short trips (*), then they need to consider giving car space and priority over to these modes when necessary, instead of making their infrastructure an afterthought. I rarely see other cyclists around Barker, and it's no surprise. I encourage you to look at how widespread walking and cycling is achieved in the Netherlands. It is so ubiquitous, in some places 50-60% of trips are made by bike. Here are two channels I enjoy that will shed some light: <https://www.youtube.com/c/NotJustBikes> <https://www.youtube.com/user/StreetfilmsCommunity> I have some specific suggestions I will contribute later - thanks for the opportunity. (*) why not long trips too? In Amsterdam you can cycle between cities. Of course it is harder with hills, but let's be ambitious and see what's possible.

FORUM TOPIC

Theme #2 Active Transport

11 May 22 [REDACTED]			<p>I love living in and cycling around Mount Barker- although some times it can get a bit hairy and I don't always feel safe- especially with my children on board. The road transport needs of Mount Barker and surrounds have exceeded the infrastructure that support it. Building more road infrastructure helps but this is a finite solution. Encouraging public transport, walking, and cycling provides so many solutions to Mount Barkers future (and current) challenges, it just make so much sense. This requires real action and prioritisation. Some of the things I think have to happen to make Theme #2 more than just a gesture include:1.Giving public transport, cycling and walking priority- what this looks like- no car roads. even if it is only some days or between some hours. I would love to see this happen on Gawler street. 2.Painted or different coloured paving for walk/ride traffic- to make it clear to drivers they are sharing the road. 3.Bike lanes- I appreciate the connecting paths around Mount Barker but in places where bikes are forced to share the roads with cars it should be safer, and townships should be connected this way. i.e Bald Hills Road to Nairne can be really dangerous. 4. signage on roads to show that cyclists are around5. Bike 'buses' for children to travel together by bike to school and back6. physical separation of roads and bikes/people through bollards or other safety barriers where the car speeds can not be reduced7. secure and weather safe bike parking8. Any new developments to include cycling and walking as a priority rather than as an after thought. 9. All councilors and planners (who are able) should try biking and walking through Mount Barker towns and district in a genuine effort to understand the pedestrian experience.</p>		
AGREES	DISAGREES	REPLIES			
6	0	0			
15 May 22 [REDACTED]			<p>I work for SAPOL and have been a local patrol officer in the area for over 10 years. I ride to work most shifts but have an inherent fear that I, and many other cyclists, will be hit. Road safety is the majority of my work and I have lost count as to how many crashes I've been to. It surprises me, still, that there is no (known) plan in place to connect Nairne to Mt Barker via a permanent bike/pathway. As a resident of Nairne who has children that either attend, or will attend Mt Barker High School, I could think of no better focus than putting a pathway in for the growing number of students commuting there not to mention those that work in Mt Barker already.With increased use of technology, specifically e-bikes and electric scooters (future legislation will address this issue I hope), persons of every age are embracing this form of transport. And it goes further than just a mode of transport. It's budget-friendly, it takes other road users off of the road (if a pathway was established external to the road), and it gets people outside for the numerous benefits that nature offers. My children are learning about new technology and have questions about this very topic.Pathways between towns would open up new methods of commuting, foster better health (and ideally lower preventive healthcare costs), encourage a lost connection to being outside for the younger generation(s), and improve safety for those that embrace cycling as a form of commuting and/or enjoyment.I have read the other comments and agree with many of the suggestions.</p>		
AGREES	DISAGREES	REPLIES			
7	0	0			
26 May 22 [REDACTED]			<p>Hoping for Nairne to have footpaths in the side streets so I can safely walk to go shopping. It could be a good start to advertise to all ratepayers in Nairne that the council strip should provide access for pedestrians.</p>		
AGREES	DISAGREES	REPLIES			
3	0	0			

FORUM TOPIC

Theme #2 Active Transport

<div>27 May 22</div> <div></div> <div> <div>AGREES</div> <div>4</div> </div> <div> <div>DISAGREES</div> <div>0</div> </div> <div> <div>REPLIES</div> <div>0</div> </div>	<p>I would like to see a cycling trail linking Nairne to Mount Barker. There are currently no safe options to ride a bike from Nairne to Mount Barker. This would encourage active transport, reduce car traffic and also offers a feature for visitors to the region.</p>
<div>27 May 22</div> <div></div> <div> <div>AGREES</div> <div>1</div> </div> <div> <div>DISAGREES</div> <div>0</div> </div> <div> <div>REPLIES</div> <div>0</div> </div>	<p>It would be great to see a safe way to cycle from Echunga to Hahndorf/ Mount Barker.</p>
<div>27 May 22</div> <div></div> <div> <div>AGREES</div> <div>2</div> </div> <div> <div>DISAGREES</div> <div>0</div> </div> <div> <div>REPLIES</div> <div>0</div> </div>	<p>I would love to be able to get safely to "the next town over" in the hills by bike or on foot. Connecting the towns with separated cycling/walking paths opens up access to more destinations along routes that are not busy enough to warrant public transport. In most cases, with a safe separated path, hills towns would be a pleasant half hour - 45 minute ride from each other. More specifically, I live in Nairne; I can see two opportunities to connect Nairne better:- To Littlehampton. There is currently a freight rail connection that runs between the two towns so there is a flat, publicly owned corridor between them already. Paving a cycling/walking track alongside the railway would make an easy, safe connection between the towns (and hopefully on further to Mount Barker)- To Woodside. This would not be as easy as the Littlehampton connection because -- as far as I know -- everything on the way is private land and there is no transport corridor. However the Amy Gillett bikeway runs through Woodside. So if possible, this connection would also connect Nairne to all the other towns along that bikeway.</p>
<div>28 May 22</div> <div></div> <div> <div>AGREES</div> <div>2</div> </div> <div> <div>DISAGREES</div> <div>0</div> </div> <div> <div>REPLIES</div> <div>1</div> </div>	<p>1. It is impractical for people living on the west side of Mount Barker to walk safely to Hahndorf without going all the way around via the Littlehampton freeway underpass. The logical route would be via the fire trail at the top of Bollen Road, which unfortunately is not currently a public right-of-way. 2. It is dangerous to cross Flaxley Road west of the High School. Kids, dogs and people with prams dice with death every day crossing from Kay St to the walking trail on the other side. Unbelievable that nothing has been done to address this, considering the escalating load of traffic that flies along this corridor 24 hours a day.</p>
<div>28 May 22</div> <div></div> <div> <div>AGREES</div> <div>1</div> </div> <div> <div>DISAGREES</div> <div>0</div> </div> <div> <div>REPLIES</div> <div>0</div> </div>	<p>I'm all for walking and cycling being the first choice for short trips! Please ensure there's a safe way for walking and cycling, for example separated walk and cycling paths, especially next to busy 60km/hr roads. If cyclists need to share the road with cars, please make those paths highly visible and unobstructed (ie no cars parking on bike paths). Also provide plenty of safe parking for bicycles at key locations. Ensure safe road crossings where needed. Have a look at how some Dutch cities have transformed to promoting walking and cycling; there's a lot to learn!</p>
<div>02 June 22</div> <div></div> <div> <div>AGREES</div> <div>0</div> </div> <div> <div>DISAGREES</div> <div>0</div> </div> <div> <div>REPLIES</div> <div>0</div> </div>	<p>I agree - we should be linking Mt Barker to Totness and Hahndorf. How perfect would it be to be able to ride/walk to Hahndorf on a sunny day!</p>

QANDA

Ask a question

Visitors 45	Contributors 2	CONTRIBUTIONS 2
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No Responses

(1) Bollen Rd.

- Long term plans by Council?

- Issues: narrow
heavily treed (protected)
hilly / blind crests.
etc. to school traffic etc

My proposals:

- (i) Reduce speed limit to 50 kph
- (ii) raised pavements as
on Sim's Rd (Waldorf)

(2) Hawthorn Rd.

- resurfaced

Issues (i) No

white center line

(Major Arterial)

(ii) No

cat's eyes

(iii) No

curbing

(iv) No

overhead street lights

Dangerous at night from

Bollen → Adelaide Rd.

(3) Nixon Rd / Old Princess Hwy Intersection
on Windmill Hill.

- 4 Give way or Stop signs.

(4) Paech Rd - *

Issues

(i) narrow corridor

(ii) new housing estate

(iii) lots of "Short Cut"

commuter traffic

(5) Heyson Blvd

(i) estimated completion time

(ii) Cost

(iii) Intersection with Hawthorn?

• Town Square Traffic
+ Congestion.

* Prevention OR. just let it
happen?

Adelaide Rd ?

Who is responsible for cleaning
the gutters + culverts on
Adelaide Rd?

Flooding?

Community Feedback Forum
where attendees were told
what the council is doing.

Paula Overy

From: Matthew Dawkins
Sent: Tuesday, 30 August 2022 1:30 PM
To: Paula Overy
Subject: FW: CM: Integrated Transport Plan

From: [REDACTED]
Sent: Friday, 3 June 2022 10:15 AM
To: Integrated Transport Plan <itp@mountbarker.sa.gov.au>
Subject: CM: Integrated Transport Plan

gday mount barker council, re integrated transport plan.

On active transport.

I request that all steel poles, all hard wood poles and sharp benches or sharp concrete stormwater surfaces and angles be moved beyond two metres away from all active transport lanes.

I am a bleeder, and every single one of those infrastructure items is a potential deadly threat to my life when I am jogging or riding my bike on active transport pathways.

A black steel fence near to a bike pathway, that is a risk to my life.

A concrete stormwater drain with sharp edges, that is a risk to my life if I stack my bike and fall on the concrete drain.

A steel pole in the middle of the active transport pathway, that's a risk to my life.

I do care less that council use the steel poles to lessen risk of cars going onto shared pathways. I care more that I am continually threatened by hard poles everytime I ride my bike on council pathways.

I note that poles placed in the centre of shared pathways, like bikeways have caused me multiple injuries over years or damaged my bike, and put one of my friends in hospital and gave him permanent scars after he struck the pole that was poorly visible in the dark riding home from work one night.

I note that council repeatedly put up signs displaying entirely unnecessary and distracting instructions about such simple things as "railway line", or "dismount when crossing", and note that those signs themselves are deadly threat to my life if I ride into one at twenty kilometres per hour.

Please remove all signs, hard poles and benches with sharp steel exposed bolts from around all shared pathways and open up more safe spaces for active transport users and cease and desist from designing share pathways with CARS being considered MORE than humans thank you. Please optimise signs placement FAR more carefully.

Distraction is a major issue in transport, including active transport and council repeated fixation on excessive signage is literally causing injuries, many of which are unreported, but still cause significant pain to citizens.

If the sign says "Beware of the ducks" That sign literally detracts from the attention about the ducklings upon the pathway. Legally the concept of reducing litigation risk through placing signs up is probably causing millions of small injuries that are unreported nationwide. Thus the signs encourage distraction and create harm, and keep the sign contractors, administrators and lawyers satisfied, whilst active transport citizens are the ones whom suffer the "small" injuries that the sign or poles have created. Broken fingers from being jammed against a steel pole, skinned knuckles from too thin bridges and hard surfaces, smashed knee caps from poles in the bike pathway, how many reports does council get of those - and how many are unreported?

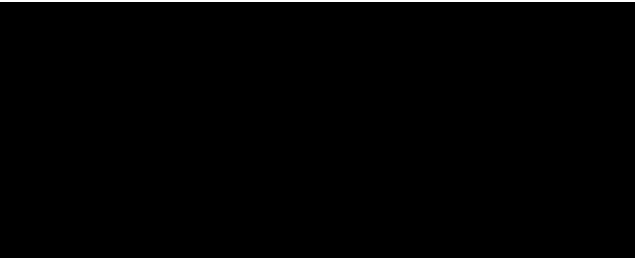
To lessen perceptions of a greater risk of litigative harm, by creating hundreds of distractingly observably risks of physical harm is no longer quality infrastructure provision in a distracting world.

No wonder autistic and aspergers spectrum disordered humans struggle in our urban environments with millions of distracting signs all over the place.

sincerely david jarvis.

--

Kind regards,





Mt Barker & District Residents' Association Inc.

PO Box 19 Mount Barker, South Australia 5251

For the Community

2 June 2022

Mr Andrew Stuart, CEO
Ms Amber Barnes, Senior Traffic Engineer
Mt Barker District Council
Dutton Road, Mt Barker, 5251

Dear Andrew and Amber

RE: Mount Barker District Council's Draft Integrated Transport Plan Lead Strategy

The Mt Barker & District Residents' Association (MBDRA) appreciates the opportunity to provide feedback to the Lead Strategy for Mount Barker District's Integrated Transport Plan (ITP)

The Association welcomes the overall intent of the ITP and supports a strategic lead plan that is sensitive to the historical, environmental, and cultural features of the district. As the district is growing rapidly the plan must include a regional wide strategy which responds to current challenges and anticipates future demands rather than dealing with issues in a piecemeal fashion which is occurring currently. See attached the MBDRA's previous submissions related to traffic management concerns outlined in the Town Square submission (Attachment 1) and Freeway Interchange submission (Attachment 2).

More specific commentary is provided for each section of the document on the following pages.

DEFINITIONS (p1)

- Suggest adding (2010) after MDPA to read 'MDPA (2010), Mount Barker Urban Growth Ministerial Development Plan Amendment (2010) for correctness.
- Transport Deed: suggest amending words 'contribute to the cost of some of the' To 'contribute to the cost of a proportion of the'. Add a full stop at the end of this dot point.

INTRODUCTION (p2)

- In the 2nd paragraph, it states that the Community Plan will be regularly reviewed. How regularly and by what mechanism? I.e., annually through the Annual Business Planning process or some other way?
- 4th paragraph refers to a 2009 Integrated Transport Plan, however our version is titled '[Transport Master Plan](#)'. Suggest the correct title is used.
- 6th paragraph mentions 'how we plan to manage transport in Mt Barker'. Is this ITP for the whole district or just Mt Barker? Need to be consistent through out the document if it is a district wide strategy as it is somewhat Mt Barker town centric in parts.
- We appreciate the themes, but one missing which was incorporated in 2009 was Travel

Demand Management which included education programs, car pooling programs, database development and new developments to ensure measures to support these programs. We believe this is a serious omission from the current document.

INTEGRATED TRANSPORT PLAN STRUCTURE (p3)

- This page is somewhat confusing. It was mentioned that there will be numerous Action Plans, thus the third coloured box should read 'Action Plans' and there will be six of these we presume? Then is the Integrated Transport Plan (last box) another final document similar to the 2009 Transport Master Plan?
- There is a typo in the Integrated Action Plan box 'policies'.
- What do Advocacy and Collaboration mean in this context? They are two different things, and we are unsure why they are included.

PURPOSE (p4)

- Paragraph 2: suggest 'pulling in the same direction' is not appropriate for such a document. Perhaps consider 'ensures the Council and its community are aligned to ensure mutually agreeable outcomes'.
- Here the document uses the term 'district' thus implying it is not a document just for Mt Barker township.

HOW THE ITP RESPONDS TO THE COMMUNITY PLAN (p6)

- Is The Community Plan the Mt Barker District Community Plan? If so, suggest using correct title.
- Community Wellbeing (p6): last paragraph mentions the last goal of 'mobility and accessibility'. However, we believe all the goals, other than Cultural Expression and Celebration are linked to transport in some way. We suggest either including commentary to all the goals or omitting this paragraph.
- To the section 'Transport Responses' we suggest adding 'safety to users' and 'recognising the heritage value of buildings and areas'.
- Ecological Sustainability (p7): We understand that achieving the right balance between ecological sustainability and economic prosperity will be difficult. Council aspires for a 'transport network that does not adversely impact the natural environment and preserves native vegetation...' (p.7). This sentiment is at odds with Council's current practice of either cutting down trees where they are determined as impinging on road works or allowing developers to remove trees and native vegetation at other infrastructure developments rather than seeking workarounds for a better outcome for native animals, the local community, and the district.
- Paragraph 3: suggest adding the words 'and traffic corridors' after 'operation and maintenance of transport infrastructure **and traffic corridors**'.
- The photograph on this page is irrelevant as it shows no roads or traffic.
- Economic Prosperity: (p7): 3rd dot point: add 'Provision for **efficient and lower impact** freight movements and links.....'.
- 5th dot point: add 'Road, **cycling and walking** networks....'
- Last dot point is almost duplicated with that under Community Wellbeing'. Suggest replacing 'street' with 'location'.



WHAT WE HAVE ACHIEVED (p8)

- This section is quite disappointing. It has no editorial although it states, 'This section will outline transport projects completed or in progress from the previous plan, any unresolved issues and the objectives and principles that remain relevant both now and in the future.' If this section achieved this, it would be excellent. Instead, it only includes a district map with 19 projects which are quite difficult to read.
- The Transport Master Plan (2009) is a substantial document, created with extensive community and State Govt consultation and diligent work by Council staff and consultants. It seems to be almost entirely set aside here with little consideration paid to its well documented themes, strategies, and actions. We understand that the ITP cannot address all these items, but there should be information in this section that provides the community with confidence that Council has reviewed this previous document and addressed each of the strategies and actions, noting the achievements and identifying where something could not be achieved over the past 13 years. If this review of the 2009 document has been completed by Council, could the community please receive a copy of it?

THE NEED FOR CHANGE (p9)

- This section should include more specific drivers such as land use planning, global shocks, and external influences, in particular climate change, transport mode balance, transport disadvantage and current constraints of the transport system (MBDC Transport Master Plan 2009).
- The 1st para is again Mt Barker centric, when other towns such as Hahndorf, Nairne, Littlehampton, and Meadows are all experiencing transport and traffic issues.
- The statement 'from a transport perspective, we cannot continue to build road infrastructure to accommodate future traffic demands' is non-sensical, largely because that is exactly what we will be doing! Perhaps add the word 'only' to state 'we cannot continue to **only** build....'
- The source of your 100,000 trips per day is not a source, it's just your calculation with some sort of guesswork for 8 trips a day. We suggest you select data from the 2009 Transport Management Plan or other reliable sources to support your statements in this section.
- Typo in the last paragraph 'alternative'.
- The graph is statistically non-sensical as population never increases in a defined linear path – where is the source for this information? The legend accompanying this is illegible (on our printouts anyway). It would be more helpful to replace this with other graphs such as number of cars, bikes, pedestrians, km of trails, km of roads under council supervision and how they will increase over the next 15 years. It is those increases that will impact on the network (as well as the community).

FUTURE CHALLENGES (P10)

- These are all relevant and fit together with the Need to Change section.
- 1st dot point: add State **and Federal** government. Add at the end of the last sentence, 'in **particular fast passenger rail**'.
- 2nd dot point: add 'electric/hybrid motor vehicles, **hydrogen fuelled trains** and the progressive.....'.



- 4th dot point: suggest replacing 'the world' with '**Australia**' to create greater context.
- 8th dot point: add to the end of the last sentence '**including consideration of a high-speed passenger rail network**'.
- 9th dot point: add 'to our regional centres, **at a realistic price**, will remain....'

The ITP provides Mt Barker Council with the opportunity to continue to advocate for the reintroduction of passenger rail to Mt Barker, and a review of the current South Australian Planning Code which may inhibit improved transport and traffic opportunities.

THEMED STRATEGIES (p11)

The key issues identified are addressed under each themed strategy as stated in the document. It would seem more logical to include a smaller version of the graphic from page 3 to here where it fits within the context of the information.

1. Road network management

- The plan outlines the goal of 'embedding environmental and amenity objectives in the planning and design' of the road network (p.12). Given this statement, Council must immediately undertake a commitment to cease cutting down remaining trees and vegetation on Council owned land. Further, it needs to be proactively engaged in advocating for a review of the State Planning Code to incorporate better community consultation and better tree protection laws (as currently DIT are exempt from these laws). Council also needs to be more empowered to make decisions at the local level.
- It is inevitable that there will be some level of impact of roadworks on existing residents, but Council needs to be aware of and responsive to the concerns of those residents wherever it is possible and practicable by consulting well in advance of any planned changes to their locality.
- Consider alternative routes (i.e., a ring route) to divert traffic away from the already congested main arterial roads (Adelaide, Wellington, Flaxley), particularly for heavy vehicles.
- Consider implementing one-way streets around the CBD to better manage traffic flow.
- What are 'Movement and Place' principles? Suggest adding these to the Definitions.
- Many towns have existing gateways; it would seem this is a low priority item and quite specific that could be considered in the Action Plans.
- Dot points 1 and 7 could be merged.
- Dot point 8: does this mean **Mt Barker** CBD? And **Mt Barker** City Centre?
- This section is missing any direction for heavy, farm or long vehicles in the road network management.



- This section could also include mention of the integration between the District Council area and other Council areas, as well as with the South-Eastern Freeway to the City. The Freeway commute places an increased strain on the local traffic network.

2. Active Transport

- We acknowledge it will be difficult to shift the reliance on cars as distances usually mean cars are required. To address this Council should consider incentives to encourage residents to walk, cycle and/or use public transport throughout the district as this theme aims to do.
- Similarly, consider disincentives for people who choose to drive to the CBD, e.g., parking fees, reduce speed limits further, and offer limited carparking.
- To encourage walking and cycling it will be important for there to be connectivity between the outlying housing estates and the CBD. This includes pathways being well lit at night and facilities for parking bikes. In addition, the interface between the walking/cycling network and the road network must be managed to ensure safety and minimise conflict.
- This theme has not included any consideration of people with disabilities or use of the community bus or carpooling. Does 'active transport' only relate to cycling and walking?

3. Road Safety

- What are Safe Systems principles? Suggest adding this to the Definitions.
- There are several narrow streets throughout the district, especially in the towns and Mt Barker CBD. If the intent is to introduce more roadside parking this will potentially create more traffic congestion particularly along high use roads. It is already quite difficult to manoeuvre through some new housing estates with increased roadside parking, despite two-car garages on many new houses!
- Road safety is compromised by the mixed use of large trucks and high volume of cars along the main arterial roads and in many towns e.g., Hahndorf. Consider alternate routes for large trucks and other traffic that are using those arterial roads to merely transit through the Mt Barker CBD to another location. Where the roads are owned by the State Government, implement plans to negotiate these improvement activities with the government.
- Add a point about specific safety for cyclists and pedestrians. If your goal is to increase the numbers of these two transport modes, this will require greater attention to road safety requirements.

4. Parking



- Any additional parking in the Mt Barker CBD should first make use of existing multideck carparks, that is, extend the Woolworths and Coles carparks, rather than using valuable space in the Town Square development. Additional car parking decks can be built on Council owned land behind the Mt Barker Institute and other areas in the Mt Barker CBD.
- Consider the impact on amenity if more parking is allowed in surrounding streets. Many roads in Mt Barker and other towns are narrow and not suited for roadside parking.
- Verge parking contradicts the expressed notion of environmental sensitivity and in fact there should be incentives for residents to plant on their verges similar to what has been implemented in other council areas.
- Add consideration of more Park and Rides in all towns, so that commuters to Mt Barker or the City can use public transport more easily and frequently. These should be unpaid parking areas, thus dot point 4 should include 'paid and unpaid' parking provisions.
- Add consideration of shuttle bus services from towns to Mt Barker to facilitate easier access to public transport. This could be an extension of the Keo Ride service.
- Include mention of heavy, freight, farm, and long vehicle parking.

5. Public transport

- The recent State election highlighted again the growing momentum and urgency for re-establishing passenger rail to Mount Barker and the Adelaide Hills. Council should utilise this momentum, including the support of both our State and Federal MPs to put this higher on the state government's agenda.
- This Association has taken an initiative to progress the case for the Reconnection of Passenger Rail to Mount Barker and The Adelaide Hills. The details of our proposal are available on our [website](#). Significantly, moves should be taken to keep this option open. Already the proposed 'suburban' station to serve the new development areas to the South, at Heysen Boulevard, has been compromised by the subdivision and sale of land required for the station forecourt and 'Park and Ride'. For this to now be built, compulsory land acquisition will have to be considered. A lack of pro-active consultation with relevant developers has now made this option more difficult.
- Consider free (or subsidised) regular public transport around the Mt Barker district, eg. connecting housing estates like Aston Hills, Newnham, etc to the CBD.
- Add mention of transport for people with a disability.

6. Technology and Innovation

- In our Passenger Rail Proposal mentioned above, we proposed the introduction of self-contained Hydrogen Fuel Cell/electric railcars, which would be Zero Pollution all year and of minimal fire risk in the Bushfire Season.



- Include provision of incentives for people driving electric vehicles.
- Possible typo on last dot point? 'now'?

VALUES, STANDARDS AND BENCHMARKS

- This fits better towards the front of the document, after Definitions but before the Introduction as it provides the context for much of the information that informs this document.
- Suggest adding more specific document titles i.e., where they are State or Federal and that appropriate years are noted e.g., Asset Management Plan,
- Suggest adding additional and specific policy documents – see pages 11 – 16 in the 2009 Transport Master Plan.

The Association looks forward to discussing this plan further as well as receiving feedback on its response to the ITP.

Kind regards

Dianne van Eck

Dianne van Eck
Chairperson/Spokesperson



Paula Overy

From: Matthew Dawkins
Sent: Tuesday, 30 August 2022 1:30 PM
To: Paula Overy
Subject: FW: CM: Theme #1 Road Network Management

Importance: High

Record Number: DOC/22/113004

From: [REDACTED]
Sent: Thursday, 2 June 2022 3:57 PM
To: Integrated Transport Plan <itp@mountbarker.sa.gov.au>
Subject: CM: Theme #1 Road Network Management
Importance: High

Hi

I have submitted a response to the feedback about the road safety, but would also like to add some notes for this submission.

We live in Echunga in Meadows Road, the traffic management in Echunga in general is outdated and needs to be looked at urgently. The traffic noise and speed of trucks entering and leaving the township using their airbracks is out of control. This has escalated since the new developments in Mt Barker and as residents we are fed up and had enough.

In particular on Meadows Road, we had to fight the Department of Transport to put back the 50km/h sign that was removed. This has not helped the speed on this road at all. Cars and trucks totally disregard this sign. The only difference it has made is now Police can monitor both sides and fine drivers, but when the police are not there the kaos starts again. The road is unsafe to walk on there are no footpaths to access the main township. The road is in poor condition.

There is no need for Meadows road to be a through road, it would make more sense for vehicles wishing to travel onto battunga road to cross directly over into High street (or through the main street which a lot of locals prefer to bring life back into the main street). This would make the turn onto Battunga much safer. Currently entering Battunga road from Meadows is very dangerous. As you approach the intersection the visibility of cars coming from the right is limited, and my husband has actually been riding his motorbike on Battunga and continuing past Meadows road intersection and twice has nearly been killed by cars entering and not being able to see traffic coming. You are asking cars to enter Battunga road from Meadows road (which is currently a give way sign at a speed of less than 50km/h (usually not of course) onto a main road where the minimum speed is 80 km/h

Meadows road urgently needs a traffic management plan. As future growth continues in Mt Barker and with the development of the new interchange being proposed for the freeway this could also increase the level and noise of traffic.

I look forward to having the council assist our town with this issue.

Yours sincerely
[REDACTED]

Paula Overy

From: Matthew Dawkins
Sent: Tuesday, 30 August 2022 1:30 PM
To: Paula Overy
Subject: FW: CM: Theme #3 Road Safety - response

Importance: High

Record Number: DOC/22/113005

From: [REDACTED]
Sent: Thursday, 2 June 2022 3:37 PM
To: Integrated Transport Plan <itp@mountbarker.sa.gov.au>
Subject: CM: Theme #3 Road Safety - response
Importance: High

We live in Meadows Road and when we moved in at the beginning of 2020, I was appalled at the speed of cars and more concerning trucks down our road. I harassed the Department of transport for months to get the 50km/h sign put back (they took it away in 2018). It was only after I engaged with a state MP and then using a 'high' connection in the Sitting State Government at the time did they put the sign back up at the start of Meadows Road outside no 3. However this sign has done little to decrease the speed of vehicles and more importantly large and loaded trucks totally disregard the required speed for our road.

Since then, the police do patrol, and while they are on the road the vehicles and trucks adhered to the required speed, as soon as they leave the kaos returns. Vehicles speed from both directions, but the main issue is the vehicles and trucks can enter Meadows Road from the Hagen Arms side of town without having to stop or slow down. This has become a lot worse since the stop sign was removed from the intersection of Church Hill road and Strathalbyn road and turned into a Give way sign. By the time they enter Meadows Road they are already going over the speed limit.

I have several times crossed the road opposite no 3 (we live at no 3) and there is NO traffic on the road from either end, but as I am half way across I have a car or truck hurtling towards me from the Pub end, where I have literally had to run for my life. This was so highlighted on Halloween night as children and parents were doing the same and having to run the last bit too literally to get out of the way, yet if the vehicles were doing the correct speed this would not need to occur.

A lot of residents on this side of Echunga feel the same and think something is needed to be done to stop cars being able to enter Meadows Road from the Hagen Arms end at such speed, there needs to be some sort of traffic plan put in place to slow cars entering/exiting the road. In fact ideally we would prefer our road was made Local only and the end that exit/enters from Battinga road is closed, most locals want more traffic diverted to the main street to bring life back into the town and this would assist with this as well as control the traffic noise down a residential road. We are sick and tired of our road being used as a speed track. The condition of the road also makes it worse, it has not been prepared for such heavy trucks and they rattle down the road and our whole house shakes as they come past.

It appears traffic management/noise needs to be addressed in Echunga in general. The trucks using their airbrakes as they approach the corner of Meadows/Strathalbyn/Angus is horrendous, it is pure laziness or incompetence to need to use their airbrakes especially when coming into Echunga down Meadows road when it is actually up-hill. . From our house in Meadows road you can hear the trucks using their airbracks coming down Church hill road, that must be so frustrating for those residents.

My son has a disability and it makes it almost impossible for him to safely access our township on foot. Mt Barker Council have drafted a disability and inclusion policy to which it says:

*“The accessibility of the built environment, quality services and information is key to ensuring people living with disability are included and have the **opportunity to equally participate** in all aspects of community life. It is our aim to increase accessibility to public and community infrastructure, transport, services, information, sport and recreation and the greater community.”.*

Currently this is not possible for our son. My son has autism and for him to walk safely from our home to say the oval or to the General Store is not possible. There are no footpaths and as stated above he can not even with assistance safely cross the road in Meadows Road. How is he for instance able to have the opportunity to equally participate in all aspects of community life. For someone living outside of the main street of Echunga, this is not possible unless they are transported to access these services within the town.

The council needs to look at an updated Traffic Management plan to create a safer town and the residents in particular on Meadows Road are more than happy to meet and discuss further.



Paula Overy

From: Matthew Dawkins
Sent: Tuesday, 30 August 2022 1:30 PM
To: Paula Overy
Subject: FW: CM: Integrated Transport Plan

From: [REDACTED]
Sent: Tuesday, 7 June 2022 10:08 PM
To: Integrated Transport Plan <itp@mountbarker.sa.gov.au>
Subject: CM: Integrated Transport Plan

To whom it may concern,

Not knowing if and when meetings/workshops on discussions related to Mount Barker Transport future plans were held. Pity, lack of notification.

My only comment is to consider our Longterm environment. Do not plan any installations of traffic lights. All these lights do is bulk up the traffic, slow down the flow, create noise and waste fuel with engines running while waiting.

Major intersections can be controlled using roundabouts (larger the better) and work far more efficiently all day and night. Roundabouts with a 100mtr lead in under a 25km/hr zone allow continual traffic to freely

flow through in all directions. Pedestrian crossings pass over or under.

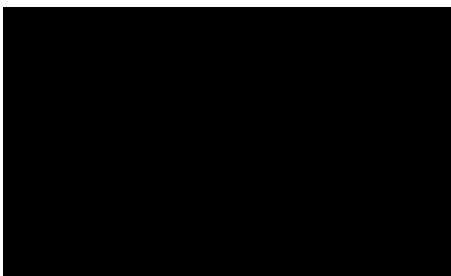
The new Adelaide road interchange connecting the freeway is ideal to use roundabouts. Lots of open space.

Just imagine a city like Mount Barker claiming to be a green city. Low carbon foot print.

There are 2 sets of traffic lights plus 3 pedestrian crossings in Mount Barker now within a km of each other.

Shows a lack of planning.

Regards



Paula Overy

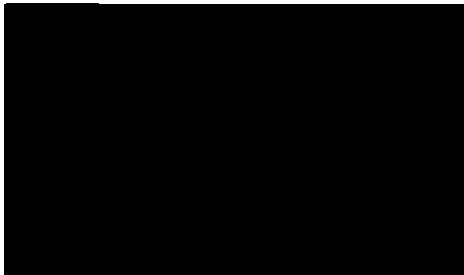
From: Matthew Dawkins
Sent: Tuesday, 30 August 2022 1:31 PM
To: Paula Overy
Subject: FW: CM: Integrated Transport Plan

From: [REDACTED] >
Sent: Friday, 3 June 2022 5:58 AM
To: Integrated Transport Plan <itp@mountbarker.sa.gov.au>
Subject: CM: Integrated Transport Plan

Hi

I am a Mount Barker resident and find many of the roads dangerous. Road safety NEEDS to be addressed. Many of roads are not wide enough to have ANY parked cars on them and still allow for safe traffic flow. Residential roads are already so narrow accidents are only a matter of time away.

The car parking spaces along Zanker road need to be increased both in length and number of them. Flaxley road needs to have right hand turn lanes for all side streets and car parking (along entire length) and edging before any further redevelopment occurs. The Flaxley road intersections of Bollen and Zanker need urgent addressing before an accident occurs. Roads that just stop and could connect to main roads, increasing safety in the event of an emergency, need to be extended eg Donoghue should connect with Flaxley . The width of Bollen road, along with car parking and the top end turning safety needs to be addressed before the new school opens up and creates chaos with additional traffic flow (this would also provide a safe alternative for cars to avoid major roads). In general new developments need to have regulations of creating wider road access.





MACCLESFIELD COMMUNITY ASSOCIATION INC.

P.O. BOX 357
Macclesfield
SA, 5153

Email: maccommunityassc@yahoo.com.au

2 June 2022

Mayor Ann Ferguson,
Mount Barker District Council

Dear Ann

RE: Submission regarding the Draft *'Integrated Transport Plan Lead Strategy'*.

Thank you for the opportunity to comment on the Mount Barker District Council's draft 'Integrated Transport Lead Strategy'.

The Strategy sets out proposed content for an Integrated Transport Plan or series of Plans. Macclesfield Community Association (MCA) supports the intent demonstrated in this Lead Strategy for a more balanced and sophisticated response to transport, movement and access for the District.

Resourcing the Lead Strategy and Integrated Transport Plan

We note that there has historically been a dominant focus on transport projects that facilitate private vehicle movement, and we are encouraged to see Council taking steps towards a new approach. This will also need to be reflected in resource allocation decisions each year.

In recent years the allocation of resources (Council budget) has not favoured alternative modes of travel to the car. Expenditure on roads has averaged \$6.66 mil p.a, compared to Footpaths and Trails \$2.05 mil p.a. We note the increased budget allocations since the new Footpath program was approved in 2021/22. Prior to this the annual average spend on Footpaths and Trails was \$1.5 mil.

Year	Roads	Footpaths and Trails
2018/19	\$6,075,000	\$1,781,000
2019/20	\$5,678,000	\$1,194,000
2020/21	\$8,729,000	\$1,596,000
2021/22	\$7,869,000	\$2,998,000*
2022/23 (DRAFT)	\$4,946,000	\$2,696,000
TOTAL	\$33,297,000	\$10,265,000
Average p.a.	\$6,659,400	\$2,053,000

*Commencement of new Footpath Program

Location of investment and link to local area Plans

It is important that this is a true Integrated Plan for the WHOLE Mount Barker District Council, not just the main population centres or growth areas.

Council has been implementing the *Trails Plan for Mount Barker, Littlehampton and Nairne* (2011), but there appears to have been little development of trails outside of Mount Barker township. We would like to see greater development of trails in other townships and also safer cycling and walking links between towns.

The Township Plans developed and endorsed by Council include many Actions that also need to be linked into the Integrated Transport Plan. For example, there are 17 Actions relevant to transport in the Macclesfield Township Plan (endorsed March 2020). Few of these have been commenced, as at June 2022.

Comments on themes:

Road Network Management

Consideration needs to be given to growth in surrounding areas as well, for example, commuters from Strathalbyn. If there was a better public transport service across the region then some vehicle movements to access the SE Freeway through Mount Barker could be reduced, including from Macclesfield and Strathalbyn.

Main streets – Movement and Place principles are supported

Our experience in Macclesfield is that it has been a long fight to get the Venables Street Master Plan implemented, including the important *place* functions of our main street, and the safe *movement* of pedestrians. The stage currently under construction 2021/22 (Stage 3a) will make a huge improvement and we are pleased that this has been progressed by Council with Local Roads and Community Infrastructure funding. However, there is no funding allocation in the draft Council budget for 2022/23 for the next stage (Stage 3b), so by the time the project is completed it will be *over 10 years* since the Venables Street Master Plan was approved by Council. THIS IS TOO LONG. The Main Street of our town has been neglected, inaccessible and dangerous for well over a decade. *When will the Venables Street project be completed?*

Active Travel

We are very keen to see more resources invested in active travel. (See comments above regarding Council's historical investment in footpaths and trails in comparison to roads.)

This approach should extend to outside of the major towns of the District and include the smaller townships as well.

During the consultation held in 2019 for the Macclesfield Township Plan, the survey results showed that 'Improving pedestrian/cyclist movement throughout the township' attracted the highest number of 1st and 2nd preference votes of the 5 priorities that Council staff posed for feedback. The Venables Street upgrade (Eastern side) attracted the next highest number of 1st and 2nd preference votes. Both of these are relevant to active transport and demonstrate strong community support.

Road Safety

This theme should include review of speed limits as well. There is plenty of evidence that slower traffic speeds increase safety, reduce injuries and fatalities, and encourage active transport as well. Low traffic speed is known to be a factor in children's independent mobility, with many health and wellbeing benefits for children as well as reducing vehicle use for short trips like transport to school and after-school activities.

Parking

Changing people's preference to park very close to their destination requires a comprehensive approach so that streets are safer, shadier, have seats and good footpaths. The footpath and trail network links to residential areas will also encourage other modes of travel.

But there will also be a need for parking for people with mobility issues, travelling with children or collecting shopping etc. Council needs to ensure that it is investing sufficiently in the alternatives to car travel alongside reducing the access to convenient parking in places like Mount Barker town centre.

For people with disability and older residents this is a critical issue and Council needs to ensure that there is adequate provision of accessible car parking bays.

Public Transport

There is very poor public transport service in our town. There is only *one bus per week* to Mount Barker from Macclesfield, and yet it is our Regional Centre and only 15 mins drive away. This level of service does not meet the needs of many elderly residents who have medical and other appointments, shopping and social activities in Mount Barker.

There is no public transport service from small towns that meets the needs of teenagers to attend after school and weekend activities like sport, part time jobs or social activities. This generates a lot of driving into Mount Barker ferrying children around and some of this could be reduced.

For weekday commuters to Adelaide there is a daily bus service, leaving at 6.47 am and returning at 7.05 pm. Given this is not suitable for many people, most commuters choose to drive to Mount Barker to catch more direct buses, or drive to work. If there was a daily connector bus between Macclesfield and Mount Barker at the peak commuter times, this could reduce car dependence.

We would like to see the Keoride model and other innovative service models trialled in small towns such as Macclesfield, as well as operating in the larger towns of the District.

Values, Standards and Benchmarks

This section should also include reference to Universal Design goals and principles. These should be applied to the public realm and built environment to encourage accessibility for all, as required by the *Planning, Development and Infrastructure Act* and *Inclusion SA* (State plan for Disability Access and Inclusion), as well as the Council's Disability Access and Inclusion Plan.

I trust that the feedback provided above is useful in the process of refining the document and ensuring that it reflects what matters to the residents and ratepayers of the District. If there is any point that requires clarification, please do not hesitate to contact me.

Yours Sincerely,

Penny Worland

Chairperson, Macclesfield Community Association Inc

Ph: 0419 164134

Cc: Councillor Tess Minett, Councillor Greg Morrison

Integrated Transport Plan – Response

Introduction

The plan expresses numerous commendable sentiments such as the aim to protect the natural environment and ecological sustainability. It is after all, this advertised ideal of a clean, green, tree lined environment, which is used to draw so many new residents to seek homes in this rapidly developing region. The ideal future as outlined in the plan would be one of sustainability and less reliance on traditional forms of transport.

These are all sensible and commendable sentiments, however all too often we see such ideals being disregarded in the rush to develop the area, build dense housing estates and establish roads and infrastructure.

It should be expected that Council would show leadership and direction if an ecological sustainable future is to be achieved. However all too often it appears that Council acts contradictory to its own guidelines and disregards conservation and the natural environment in favour of approving traditional development ideas which often show little sympathy with sustainability.

Issues Arising from the Plan

1. The need for a Ring Route around Mt Barker to draw away through-traffic which otherwise tends to clog local roads.
2. Heysen Boulevard and its potential Unintended Consequences – Freeway Interchange & traffic density on Adelaide Rd.
3. The Current Transport System - How this might be improved.
4. Alternative Transport Schemes. Rail, Electric Vehicles, Local Bus Services, Bikeways & Walkways.
5. Economic Development of the area and Future Planning.
6. The need for Consultation and Inclusion - Advocating with other government bodies.
7. Environment both built and natural – “Town Gateways” Streetscape and environmental protection.

1. Need for a Mt Barker Ring Route.

Development in recent years has led to the transport infrastructure of Mt Barker being unable to keep up with the rate of development.

Mt Barker relies heavily on Adelaide Road as a major transport artery, which carries a mix of local and through traffic, resulting in this road being used at, or near peak capacity.

The heavy use of Adelaide Road indicates an urgent need for an alternative transport link.

An alternative road would reduce the number of heavy vehicles travelling through Mt Barker to other areas and permit Adelaide Road to be used more by local vehicles.

The Bald Hills Interchange could be utilized as an alternative route for heavy vehicles currently traversing to areas SW of Mt Barker, via the Adelaide Road / Wellington Rd. / Flaxley Rd. route. This may involve some road redesign and implementation of appropriate Bylaws to encourage traffic to use this as an alternative route.

Another possible alternative would involve a new Freeway Interchange to be constructed west of Totness Recreation Park, leading traffic past the western side of Mt Barker.

Whichever route is chosen it is obvious that an alternative to the present Adelaide Road will become urgently required in the near future.

2. Heysen Boulevard and its Potential Unintended Consequences.

Heysen Boulevard is currently under construction in numerous discontinuous sections and is planned to eventually link outlying suburbs of Mt Barker to the centre.

The Boulevard is not a direct route and winds through housing estates and it seems unlikely that this road can be used as a major transport artery.

It is currently proposed that this route will lead traffic along Bollen Rd and terminate at the Hawthorne Rd / Adelaide Rd intersection. Additional traffic signals are proposed at this intersection which will control the traffic at this intersection.

As Adelaide Road is already very heavily used, the injection of even more vehicles at this intersection will cause considerable traffic congestion in the immediate area, especially when the Boulevard is completed and heavily used in the future.

In conjunction with this proposal is the intention to re-develop the Freeway Interchange on Adelaide Rd. This proposal includes the incorporation of two sets of traffic signals.

Thus, in conjunction with the existing traffic lights and pedestrian crossing lights on Adelaide Rd. there would potentially be a total of seven (7) sets of traffic signals in a distance of 1.1 Km between the Freeway Interchange and Gawler St.

Even if the traffic lights along this section of Adelaide Road were synchronised, it is difficult to see that this would not result in greatly increased traffic congestion akin to what may be witnessed

along West Terrace in the city of Adelaide at peak times. Here traffic can bank up to the point that it essentially becomes “gridlocked” for considerable periods of time.

The results of such congestion can be summarized as:

- Impeded transit of Emergency Vehicles which use Adelaide Road as a major transit route. (Have Emergency Services been consulted on this issue?)
- Slow traffic flow.
- Increased journey time.
- Increase exhaust emissions on stretches of road approaching traffic signals.
- Increase rate of traffic accidents (especially rear end collisions).
- Driver frustration.
- Increase in traffic flow through adjoining roads. (Side roads used by drivers attempting to avoid the traffic lights on the main road. Thus, the traffic system loses control of the regulated traffic flow by such randomised short cuts).

The last point indicated in the above list forms the basis of a short, additional discussion and is attached as Appendix 1. (“Pridmore Terrace a Case Study”)

All of these “unintended consequences” can be anticipated on this stretch of Adelaide Rd under the current proposed development.

Therefore, we ask that this plan be urgently reconsidered!

As a possible means of reducing this localised traffic congestion at least in part, could a route be constructed (possibly using existing roads) to “bleed off” some traffic via Bollen Rd to lead it down Dumas St to the Dumas St. / Adelaide Rd. intersection which is already controlled by traffic lights?

3. The Current Transport System

The current system is traditional, with private motor vehicles and the associated proliferation of carparks taking priority in town planning. The Transport Plan states that “we need to move away from a reliance on private motor vehicle use...” and “that our emphasis will be on designing for people rather than the car” (p10). Therefore, there is a current and future need to come up with and use alternative ways to actively discourage this reliance on car and carparks.

This may need lobbying to change state legislation if car parking is part of development code.

Consider also, the expansion of a “Park & Ride” system of parking at the fringe of town and then either walking or commuting into the commercial area by (free) public transport.

Existing car parks are mainly used only during business hours and then become nothing more than vacant blocks. Consider alternative and additional use of car parks such as weekend markets and sports areas.

4. Alternative Transport Systems

- a. Re-introduce a Rail Link between Adelaide – Mt Barker and beyond - Benefits :
 - Provides an alternative to the Freeway.
 - Commuting locally and to Adelaide for shopping and a means of commuting to work.
 - Tourist potential across the Mt Barker region
 - Possible goods transport, making Mt Barker a potential “Transport Hub”.
- b. Electric & Hybrid Vehicles
 - Costs should decrease as technology improves and vehicles gain greater acceptance.
 - How many Charging Stations exist currently in the region and how many are planned?
 - Council should be proactive in accepting such technology.
- c. Local Bus Services
 - Need to encourage use of such services and discourage private vehicle usage.
 - What is Councils attitude to introducing a free public bus service for the community?
 - Considerable cost benefits for both Council and residents for such a service.
 - Provides a means of transport for shopping and commuting for employment
 - Reduces the need for provision of more car parks.
- d. Bikeways and Walkways
 - Existing trail network needs to be extended across the Mt Barker District.
 - Trails could be built linking various tourist destinations and sporting venues.
 - Need for appropriate signage, lighting and safety.
 - Consideration should be given to pathway surface. (Bitumen sometimes not appropriate as it does not flex sufficiently) and tends to crack.
 - Currently many of the existing trails are discontinuous, poorly maintained and unsafe, rubbish accumulates and vandalism occurs without regular clean-ups.
 - Currently, weeds tend to grow uncontrolled for long periods of time in proximity to such trails.
 - Need to establish and maintain appropriate linear plantings.
 - Need to introduce a regular schedule of trail maintenance. (Possibly this could consist of both Council employees and volunteers?)

5. Economic Development of the Area and Future Planning

The rapid expansion of the Mt Barker area necessitates the generation of more local employment. This would reduce the pressure on some transport links such as the Freeway.

A re-introduced rail link to Mt Barker and beyond would help stimulate numerous local ventures.

Possibility of Mt Barker becoming a transport and economic hub outside Adelaide

Planning and development should be undertaken with extra capacity inbuilt. (More expensive initially but cost effective in the longer term).

Council must be seen to be proactive rather than reactive to the introduction of new technology.

6. The need for Consultation and Inclusion

It is vital that the community be included in all processes related to future development and accepted as stakeholders in the development process.

In the recent past, residents have shown themselves to being disillusioned and excluded from the process and this has led to community disinterest.

Council should engage in genuine and open consultation and encourage community involvement.

Feedback to the community should be provided on a regular and timely fashion.

Council should welcome feedback and accept honest, constructive criticism.

Council must engage and advocate with state and federal governments for funding and engage with such bodies in a collaborative process regarding future transport system implementation.

Engagement and consultation should also be undertaken with Centres of Excellence such as universities so that Council is kept informed of future transport system innovation and is in a position to adopt such systems as necessary.

7. Environment- Both Built and Natural

“Town Gateways” Streetscape and Environmental Protection

The Integrated Transport Plan advocates the development of gateways for entry into townships and centres. These are excellent sentiments and it could be anticipated that this would involve the retention and restoration of some of the iconic features of our towns.

Sadly however, Council has a reputation for disregarding its own policy in this regard and in recent times approved the removal of numerous heritage features such as the traditional residential approaches to the Mt Barker. On Adelaide Rd. for instance, in place of former residential housing, we see a profusion of unsightly fast food and fuel and commercial developments. This is not an inspiring or aesthetically appealing approach into the town!

It would appear that there are two independent sets of values in place:

Hahndorf with its quasi-heritage features is maintained as the major tourist town of the area, while Mt Barker seems to have been relegated to being purely a service town, replete with the full range of fast-food establishments, real estate agents’ offices, banks and charity shops.

These are hardly the establishments designed to attract tourism! Mt Barker does have unique heritage buildings, but they are all too frequently overshadowed and overlooked besides the unattractive commercial developments. This shows lack of appreciation and poor planning.

With the current, rapid expansion of housing and the commercial centre of Mt Barker, the road network of the town requires appropriate redesign.

The first priority of this would be undertaking detailed traffic analysis to determine current traffic flows and density and predict future traffic use.

Thought should be given to the appropriateness of building more car parks especially as the imperative is to encourage less reliance on private motor vehicles.

Consideration should be given to the introduction of one-way streets around the town centre and consideration given to changing speed limits.

There are also a number of noteworthy pedestrian “Blackspots” around Mt Barker which warrant attention. Examples of these include:

- The intersection of Morphett and Hutchinson St. This busy intersection becomes a serious hazard for pedestrians attempting to cross either of these roads in any direction.
- The rear entrance to Cornerstone College on Cameron Rd. This corner has a safety barrier erected along the exit road and part way around the corner into Cameron Rd which directs pedestrians to a pedestrian crossing on Cameron Rd. However, pedestrians walking along Cameron Rd and approaching this intersection from the western side are forced into the road to circumnavigate the safety barrier. Essentially, the western side of Cameron Rd cannot be safely used by pedestrians and there is no safe footpath on the eastern side of this road.
- There is a single footpath leading up Hawthorn Rd from Adelaide Rd. It only services the nearby retirement home as it terminates at this point. Immediately after, the pedestrian way becomes a broken, and potentially dangerous verge. This verge has to be traversed for some distance in order to gain access to the shared pedestrian footpath which extends through the retirement village to the reserve adjoining the Mt Barker Primary School. This is an example of a discontinuous access way.

In the development of new housing areas and the building of associated infrastructure such as roads and services, the environment is often considered secondary with trees and remnant vegetation in particular being sacrificed without much consideration for the consequences. This is despite Council claiming to prioritise the preservation of the natural environment. The Plan proposes “a transport network that does not adversely impact the natural environment, preserves remnant vegetation as important habitat for fauna and biodiversity and considers the needs of wildlife in the planning, design, operation and maintenance of transport infrastructure” (p25). Current practice does not often reflect these sentiments.

Remnant vegetation frequently only exists along existing road corridors through former farm land which has already been extensively cleared. It provides habitat, food and shelter for native birds and animals which are often endangered and highly reliant on the resources which this remnant vegetation provides.

Remnant vegetation provides “Nature Corridors” which permit the transit of birds and animals which migrate across regions in search of food and habitat. Such corridors are often the last stronghold of indigenous plants such as orchids which have been driven to local extinction.

Climate Change also poses threats to species which may have to use such corridors to move to more favourable environments.

Thus, it is vital to maintain Nature Corridors. If such corridors are disrupted or removed, alternatives should be established without delay. Reserves of natural vegetation should be preserved, unspoiled by walking trails and infrastructure.

Even non-indigenous vegetation such as introduced trees provide food and habitat. Removal of such vegetation should be in tandem with the introduction of suitable replacement vegetation. Thus, such removal and replacement may take a considerable time to achieve.

It is important to include all stakeholders (including residents, developers and government bodies) in conservation activities and to communicate and consult.

In areas of existing natural environment an “Environmental Conservation Plan” should be developed and implemented as part of all development, including major road works.

It should be seen as necessary for Council to liaise with developers and to advocate with other government bodies, to ensure that such environmental protections are adhered to.

In order to remove the vagaries and contradictions which have typified various land developments it would seem appropriate for Council to develop and adopt a standard “Code of Conduct” or “Standard Operating Procedure” (SOP) to ensure that environmental guidelines are adhered to, rather than leave such procedures to individual discretion and interpretation. This would lead to a more standardized approach to this aspect of development.

Appendix 1. Pridmore Terrace – A Case Study

This formerly quiet suburban side street runs diagonally between Adelaide Road and Druids Avenue. The roadway is 5.7 metres wide and parking is permitted along parts of its length, thus effectively reducing the usable width of roadway to approx. 3.5 metres. Currently the speed limit on this roadway is 50 Km/hr.

The terrace gives access to eleven residential houses and provides access for the rear entrance to “The Laurels” retirement village. It also leads to Druids Ave. through Stephen St. where there are three residential buildings.

Therefore, the normal expected traffic flow in such a minor road is considerably less than what exists in reality.

Pridmore Terrace has become an informal, high-speed, short cut used by a high number of vehicles and seems to be used by drivers wishing to reach the commercial areas of Mt Barker and/or Cornerstone College by avoiding the already numerous traffic lights along Adelaide Rd.

It should be noted that this situation is anticipated to become significantly worse if further traffic lights are installed at the intersection of Adelaide Rd. and Hawthorne Rd.

This bypass traffic exits Pridmore Tce. via the Hutchinson St. / Druids Ave. intersection and to a lesser extent, the Stephen St. / Druids Ave. intersection. Thus, there are effectively two discharge points for vehicles onto Druids Ave. and both intersections regularly become congested and have been the site of traffic accidents. Only the Pridmore Tce. / Druids Ave. intersection has a stop-sign to control traffic flow.

Along the length of Pridmore Tce. is a left-hand bend adjacent to the Stephen St. intersection. During peak traffic, early in the morning and late in the afternoon a steady stream of vehicles uses Pridmore Tce. It is common to see vehicles being driven at speeds well in excess of the speed limit and often effectively on the wrong side of the road around this left-hand bend. (See **Photos A and B**)

The Laurels Retirement Centre has a side access gate on Pridmore Tce. and this is frequently used by residents and staff. Vehicles for the disabled also make up the traffic mix of vehicles using this side entrance. Hence mobility scooters are frequently seen being driven along the roadway of Pridmore Tce and Stephen Street, as the pavement is not wide enough to accommodate such scooters when rubbish bins are on the pavement. (See **Photo C**) The pavement along Stephen St. is narrow and obstructed by a street light pole (See **Photo D**)

Hence it can be appreciated that there exists an occasional, but dangerous mix of road vehicles and mobility scooters all using both Pridmore Tce. and Stephen St. as a thoroughfare.

There is a very real danger of accidents along Pridmore Tce. and numerous near-misses have already been witnessed by local residents.

Traffic is not permitted to exit Pridmore Tce. onto Adelaide Rd. However, there have been frequent instances witnessed by local residents of drivers ignoring the no-exit sign and traversing into Adelaide Rd and thus causing a serious traffic hazard.

Recommendations - Pridmore Tce.:

Council needs to address the existing traffic problems in Pridmore Tce. before a serious accident occurs in this street. If Pridmore Tce. continues to be used as an informal and uncontrolled short-cut for vehicles which then discharge into Druids Ave. at the Hutchinson St. or the Stephen St. intersections, then this effectively becomes uncontrolled traffic flow.

The flow-on effect of discharging vehicles into Druids Ave will have further traffic implications especially when the "Town Square" development is commenced.

Serious consideration should be given to closing Pridmore Tce to through-traffic at the Adelaide Road end. This is achievable and it is thought that a traffic turn-around could be constructed without too much inconvenience by utilizing a small, amount of land on the northern end of the Terrace. This area is nominally designated as a car park but is normally not utilized as such.

Access to Pridmore Tce. would still be achieved by the short detour via Druids Ave. It is believed that this would not adversely affect local residents and emergency vehicles would still readily access Pridmore Tce. as they would currently via this same route.

Less Satisfactory solutions to the traffic problems in Pridmore Tce. include:

Lowering the speed limit in the terrace to 40 Km /Hr. In practice this is only satisfactory if it is policed and is thus deemed an unlikely solution.

Installation of traffic slowing devices such as in **Photo E** or installation of a raised centre median strip around the curve of Pridmore Tce.

Photos A and B



Photo C



Photo D



Photo E



Barker Districts Bicycle Users Group

Integrated Transport Plan – Draft Lead Strategy

2 June 2022

The *Barker Districts Bicycle Users Group* was formed in 2018, with our aim being to advocate for the wider use of bicycles for transport and recreation in the Mount Barker District Council area and beyond. The health, environmental, social, and financial benefits of cycling for the individual and the community are widely understood, and we believe that these benefits can be better realised by making cycling safer and more convenient in urban and rural areas for both experienced and less experienced cyclists.

We have reviewed Councils *Integrated Transport Plan – Draft Lead Strategy* and we generally support its content, in particular the aspiration that “Walking and cycling are the first choice for short trips”. We expect that the high cost of petrol and the need to reduce emissions and undertake healthy activity will see people wishing to substitute short car trips with bicycle trips.

We also concur with the notion that “Ultimately there will need to be alternative transport options (public transport, walking and cycling) to manage future demands”.

We are pleased to see that Active Transport is a key theme of the Transport Plan, and propose that all works undertaken on roads and road reserves be designed with the safety and convenience of vulnerable roads users as a priority, similar to the [UK hierarchy of road users](#) concept “that places those road users most at risk in the event of a collision at the top of the hierarchy”. In a practical sense the hierarchy of importance would be as follows:

- Mobility impaired people, including those in wheelchairs and on gophers etc.
- Pedestrians, including joggers, pram pushers, dog walkers etc.
- Cyclists
- Motorcyclists
- Motor Vehicles

In regard to Council investment in Active Transport, an appropriate funding figure should be based on the United Nations recommendation that governments dedicate at least 20% of transport funding to non-motorised or active transport. This investment should be accompanied by programs that aim to reduce people’s reliance on motor vehicles, particularly for short trips, and to this end **we recommend that Council appoints a full-time staff member to focus on encouragement of active transport in the community, including for recreation and tourism as well as for work, school, sports and shopping trips.**

In regard to Theme #2 Active Transport we suggest the following be included in the Strategy and Action Plan:

- Council recognises a district-wide cyclist network of routes both within and between settlements, utilising off-road paths, footpaths, quiet urban streets and gravel roads. Our proposed bicycle network for the Mount Barker district can be viewed at: <https://arcg.is/15fTGz> and our priorities for path investment are shown in the attached document *Barker Districts Bicycle Users Group Path Priorities* (submitted to Council October 2021).
- Council commits to upgrading a number of road crossings to provide safety for path users. At present many locations are difficult to cross due to busy traffic conditions and the lack of protection for path

users. Our recommendations for investment in crossings are shown in the attached document *Barker Districts Bicycle Users Group Crossings* (submitted to Council January 2022).

- Council provides and advocates for the provision of sealed shoulders on regional bitumised roads, particularly on uphill sections and sections where sightlines are poor. New and existing sealed shoulders should be regularly inspected and maintained to be free of defects, debris and encroaching vegetation. The provision and maintenance of sealed shoulders will provide cyclists with lateral separation from motorists, enabling motorists to pass easily without having to move sideways into oncoming traffic.
- Council establishes targets for numbers and mode share of cyclists.
- Bicycle lanes to include physical separation from traffic (with curbing, flexi-posts or painted buffers) rather than just a painted line.
- New bridges to incorporate bicycle paths or lanes, preferably physically separated from traffic with curbing, flexi-posts or painted buffers.
- Council provides bike parking in high usage areas and incorporates e-bike charging plugs where possible.

For further information please contact Dave Hemmings 0410 130 285 barkerdistrictsbug@gmail.com

Attachments:

- Attachment 1 - Barker Districts Bicycle Users Group Path Priorities (October 2021)
- Attachment 2 - Barker Districts Bicycle Users Group Crossings (January 2022)

Barker Districts Bicycle Users Group

Path priorities 4 October 2021

The *Barker Districts Bicycle Users Group* was formed in 2018, with our aim being to advocate for the wider use of bicycles for transport and recreation in the Mount Barker District Council area and beyond. The health, environmental, social and financial benefits of cycling for the individual and the community are widely understood and we believe that these benefits can be better realised by making cycling safer and more convenient in urban and rural areas for both experienced and less experienced cyclists.

Our group has been undertaking district-wide bicycle network planning for several years and has identified a network of urban and regional routes primarily made up of off-road trails, footpaths, quiet urban streets and quiet regional roads (mostly gravel) throughout the district.

The proposed network can be viewed here: <https://arcg.is/15fTGz>.

The colour coding is: GREEN = off-road trail existing; RED = off-road trail required; ORANGE = footpath link; YELLOW = gravel road or quiet bitumised road; YELLOW DASHED = route along a main road; BLACK = unmade road reserve link; BLUE = Kidman Trail.

Most of the proposed network is already established and only requires maintenance and signage/wayfinding, however we have identified 39 paths (or groups of paths) that require establishment or upgrade to complete the network. These 39 paths are detailed in this document and represent the paths that will require investment by Council and/or the Department for Infrastructure and Transport and/or – for paths proposed in the residential growth areas of Mount Barker and Nairne – possibly by the developer.

We have also identified a number of locations where protected crossings of busy roads are required for cyclists and pedestrians – these will be listed and detailed in a separate document.

Of the 39 paths that require establishment/upgrade, we have identified eleven that we consider as top priorities (based on expected demand and current access) for investment, as follows (in no particular order):

- [Byethorne Park to Nairne Main Street](#)
- [Bartley Street, Nairne](#)
- [Clems Lane link, Littlehampton](#)
- [Childs Road to Anembo Park, Littlehampton](#)
- [Cornerstone to Anembo Park, Mount Barker/Littlehampton](#)
- [Littlehampton Main Street](#)
- [Summit Sports Centre to Williams Road, Mount Barker](#)
- [Bollen Road path, Mount Barker](#)
- [Springs Road path, Mount Barker](#)
- [Liversey Road paths, Hay Valley](#)
- [Freeway Corridor path, Mount Barker](#)

There are also three paths that are already in progress or planning by Council or DIT:

- [Mountain Glen Reserve \(West\) paths, Mount Barker](#)
- [Duck Flat paths, Mount Barker](#)
- [Hahndorf to Verdun path, Hahndorf](#)

The remaining 25 paths that require establishment/upgrade are as follows (in no particular order):

- [West Nairne Trail](#)
- [Rachel Circuit Path, Nairne](#)
- [Oakford Heights Paths, Nairne](#)
- [Saleyard Road Paths, Nairne](#)
- [Jeffrey Street Paths, Nairne](#)
- [Disused Rail Corridor, Littlehampton](#)
- [Waterford Estate Paths, Mount Barker](#)
- [Claret Ash Drive to Cameron Road path, Mount Barker](#)
- [Burnbank to Thornbill paths, Mount Barker](#)
- [Cameron Road to Cornerstone path, Mount Barker](#)
- [Library to Skate Park path, Mount Barker](#)
- [Mountain Glen Reserve \(East\) paths, Mount Barker](#)
- [Dean Street to Waldorf path, Mount Barker](#)
- [Newenham Paths, Mount Barker](#)
- [South East Mount Barker paths \(Glenlea, Bluestone, Amblemead, Heysen Boulevard\)](#)
- [Heysen Boulevard Clover Park to Bluestone, Mount Barker](#)
- [Martin Road to Dog Park path, Mount Barker](#)
- [Bollen Road to Dog Park path, Mount Barker](#)
- [Hurling Drive to Western Flat Creek path, Mount Barker](#)
- [Rage Cage path, Mount Barker](#)
- [Wellington Road and Sims Road paths, Mount Barker](#)
- [Duffield Avenue and Murray Avenue paths, Mount Barker](#)
- [Wellington Road path, Mount Barker](#)
- [Hartmann Road path, Mount Barker](#)
- [Mill Street to Macclesfield Road path, Meadows](#)

The proposed paths are all intended to be shared-use paths for cyclists and pedestrians, with the required width, pavement type and exact alignment to be discussed and determined.

Byethorne Park Path, Nairne

This path runs between Byethorne Park and the footpath on the north side of Main Road at Lower Nixon Street. There are two options for the alignment of this path:

- along Lower Nixon Street, requiring a path through open space between Byethorne Park and Lower Nixon Street
- along North Railway Terrace, requiring formalisation of the path through the rail corridor. This option also requires widening of the narrow path behind the Armco railing north of Main Road.

The two alignment options are shown here:



Lower Nixon Street option:

North Railway Terrace option:



Bartley Street Path, Nairne

This path will provide access between the southern areas of Nairne and the new shopping centre. Access is very difficult and hazardous at present.

The alignment of the path alongside Bartley Street would require detailed consideration based on existing site constraints. The path along Main Street would be on the southern side and the northern side of the road.

A crossing of Main Street would also be required – between Bartley Street and Bridge Street.



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Clems Lane to Childs Road Path, Littlehampton

This path would run between Clems Lane and Childs Road, and would partly utilise the existing footpath along the north side of North Terrace.

This path provides a link to Hahndorf via Clems Lane, Cleggett Road and Windsor Avenue

A crossing of North Terrace is required at Childs Road.



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Anembo Park to Childs Road Path, Littlehampton

This path would run between Anembo Park and Childs Road, linking up with the existing gravel access road at Anembo Park

This path requires a bridge across Littlehampton Creek.



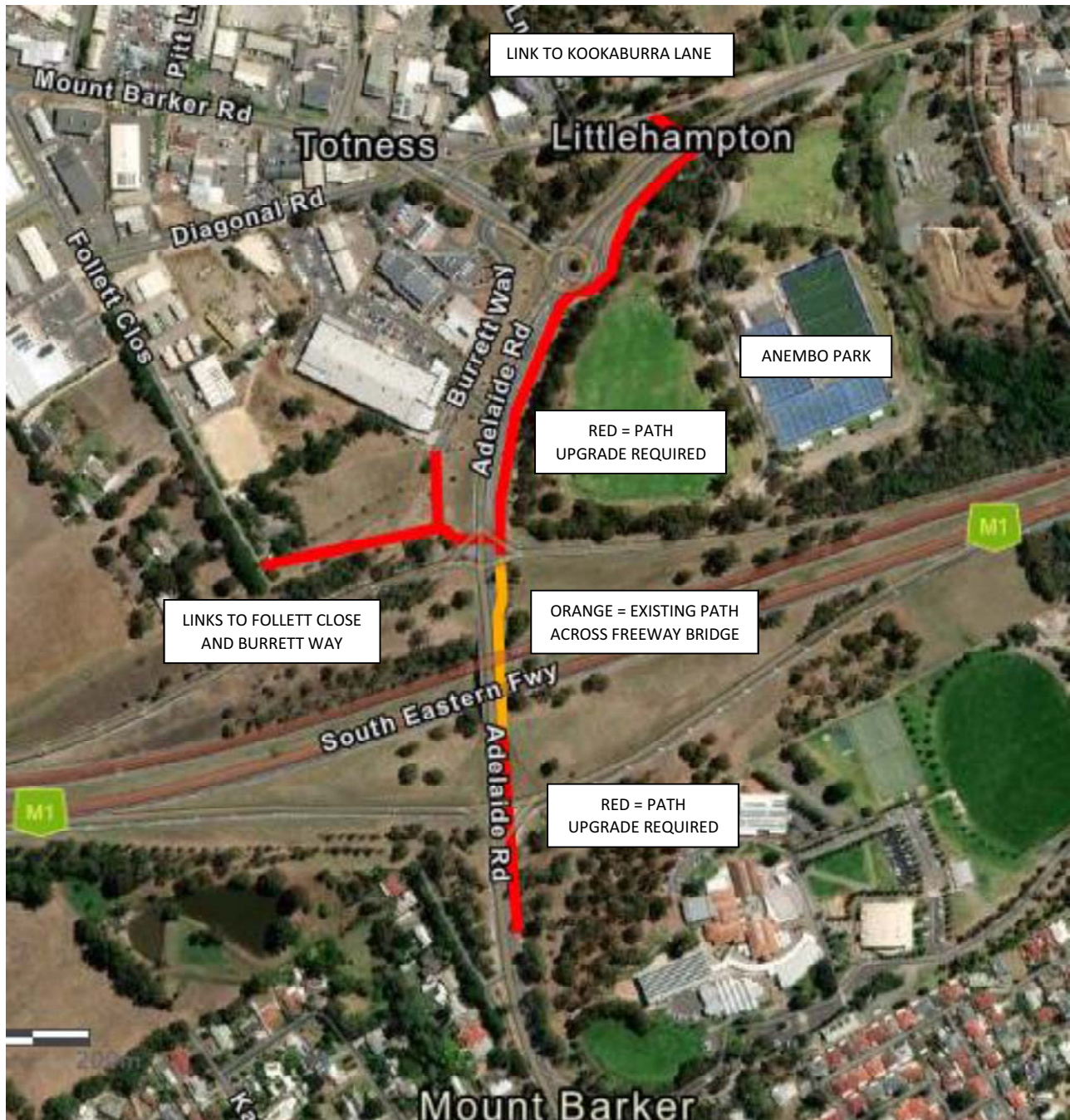
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Cornerstone College to Anembo Park, Littlehampton

This path would run between the footpath outside Cornerstone College to Anembo Park and would require formalisation of the existing “goat track” in this location.

Signalised crossings of the freeway on and off ramps are required.

Links to Follett Close, Burrett Way and Kookaburra Lane are also required



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Footpath along North Terrace near Miels Park, Littlehampton

This section of path requires re-arrangement so that there is a clear path free of parked cars from Junction Road through to Miels Park.

Cyclists and pedestrians currently need to dodge and weave around parked cars in this location



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Summit Path, Mount Barker

This path is required to provide a link between the existing trail at the Regional Sports Hub and Williams Road and Mount Barker Summit. The path alongside Heysen Boulevard extends from Sims Road through to Springs Road.

Ideally this path will be established as part of the residential development.



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Bollen Road path, Mount Barker

At present there is no safe way to travel along Bollen Road unless you are in a motor vehicle which is of concern given that a school is currently being built along the road. A path located on the verge on the eastern side of Bollen Road will provide safe access for pedestrians and cyclists.

A safe crossing of Bollen Road is also required at the school gate.



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Springs Road path, Mount Barker

A formal path is required between Burnbank Way and Waterford Avenue, to replace the very rough and narrow path currently in this location.

A crossing of Burnbank Way is required, as is a crossing of Springs Road at the access road to the Environmental Services Centre and St Frances de Sales College.



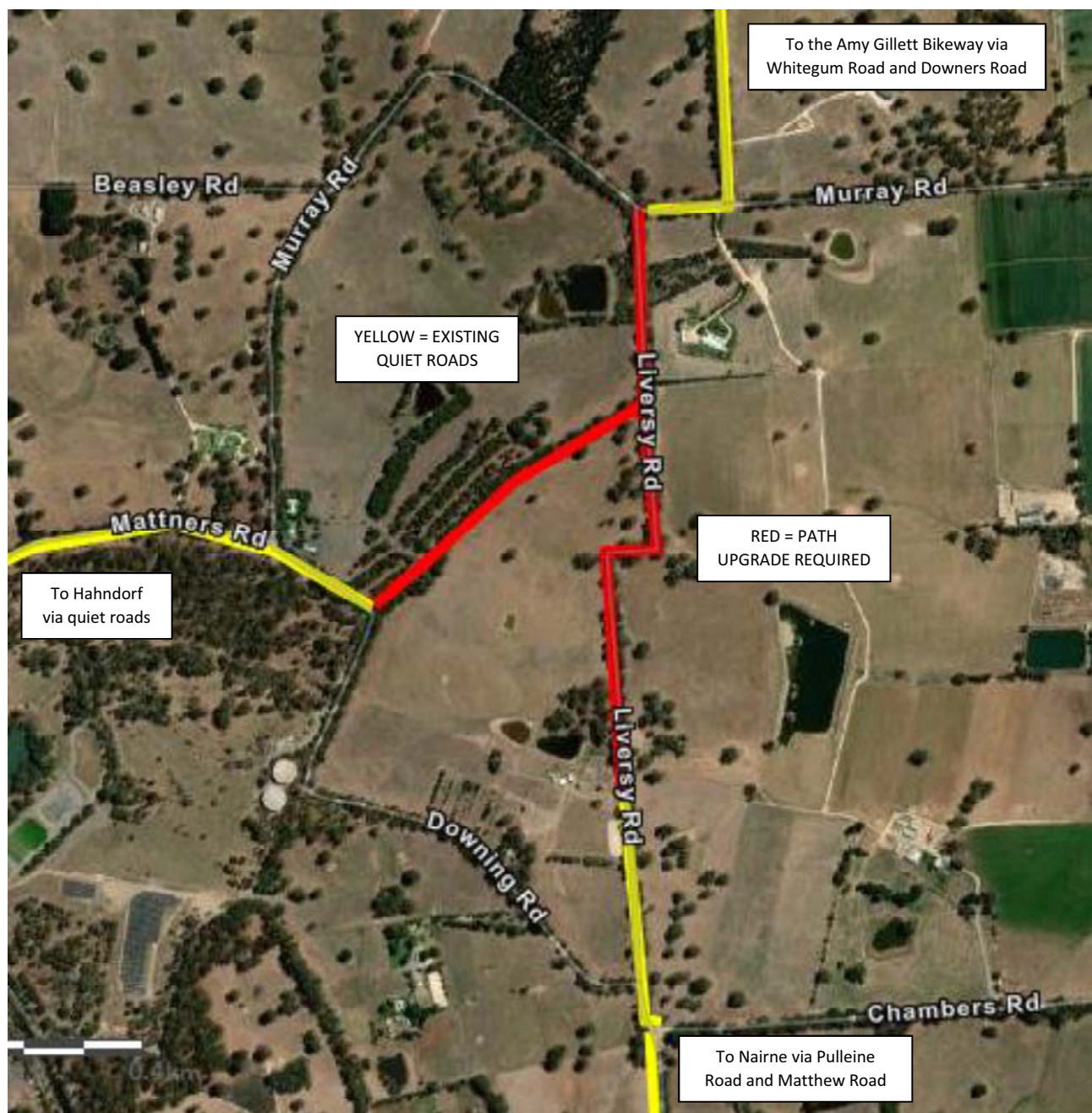
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Liversey Road paths, Hay Valley

These paths through unmade road reserves provide important links between Nairne and the Amy Gillett Bikeway, and also east to Hahndorf.

There are existing rough paths along these unmade road reserves but the paths require upgrade including crossings of drainage paths.

The northern section of Liversey Road is in Adelaide Hills Council.

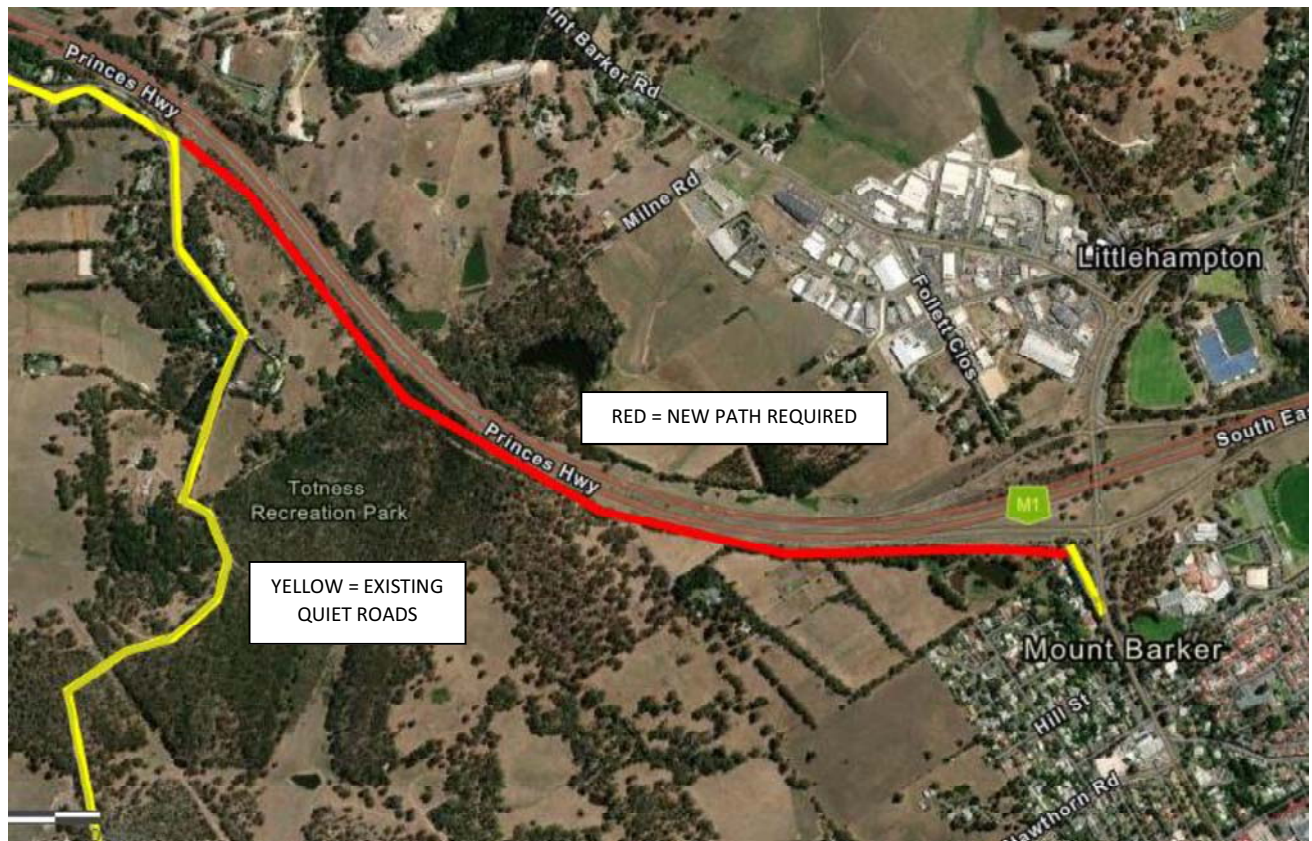


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Freeway Corridor path, Mount Barker

This path along the southern side of the Freeway would provide a direct link between Hahndorf and Mount Barker.

The path would be within the Freeway corridor and the gentle grades will enable cyclist and pedestrians to avoid steep roads such as Haines Fire Track and Liebelt Summer Track.



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Mountain Glen Reserve (West) paths, Mount Barker

These paths will provide a link between the Laratinga Trail and the Ascent Estate Reserve.

A short path through the alley to Fletcher Road is also required.

These paths are already funded and will be constructed during 2021/22.



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Duck Flat Creek path, Mount Barker

These paths will provide useful links between Ascent Estate Reserve, Williams Street, Murray Avenue, the industrial estate and the Waldorf School.

A bridge is required to cross Duck Flat Creek to enable a link between Williams Street and Murray Avenue.

These paths are already funded and will be constructed during 2021/22.



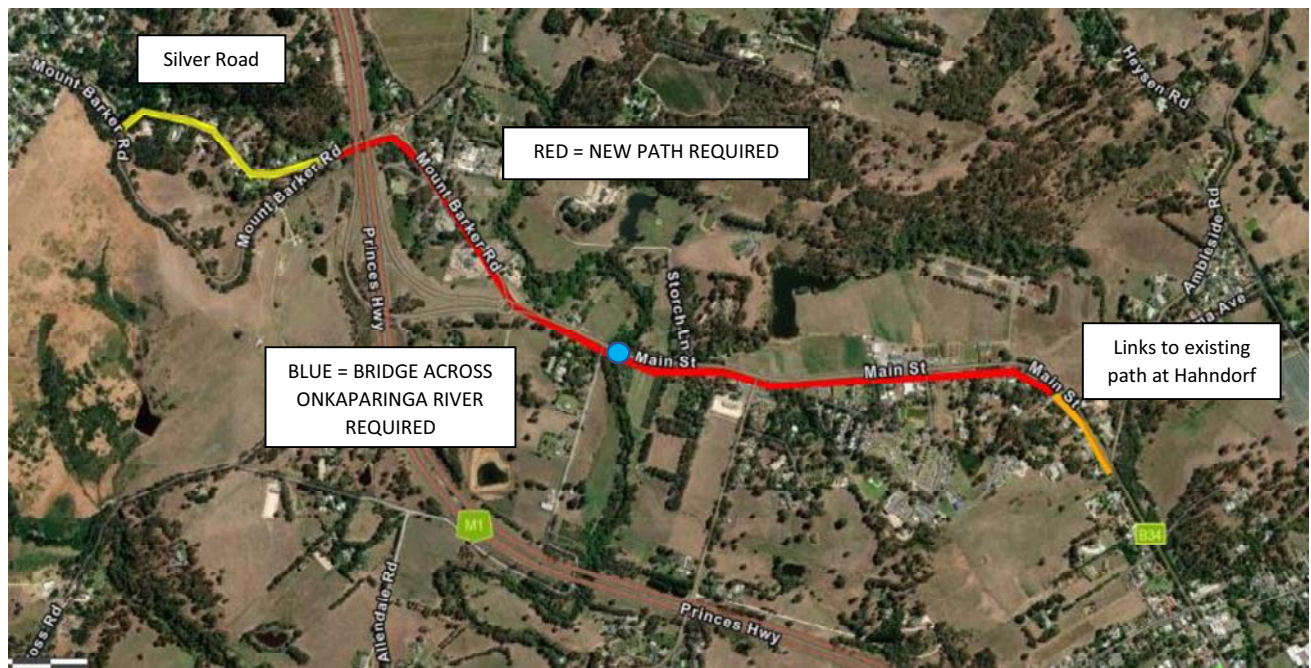
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Hahndorf to Verdun path, Hahndorf

This path would enable cyclists and pedestrians to travel between Hahndorf and Verdun and locations westward such as Bridgewater Aldgate, Stirling and Crafers.

The path would primarily be on the southern side of Mount Barker Road, and requires a new bridge across the Onkaparinga River.

This path will be established by DIT as part of the works proposed in the Hahndorf Traffic Study.



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West Nairne Trail

This trail runs between Pulleine Road and North Railway Terrace and provides a link to the Nairne Primary School and Byethorne Park for people in west Nairne.

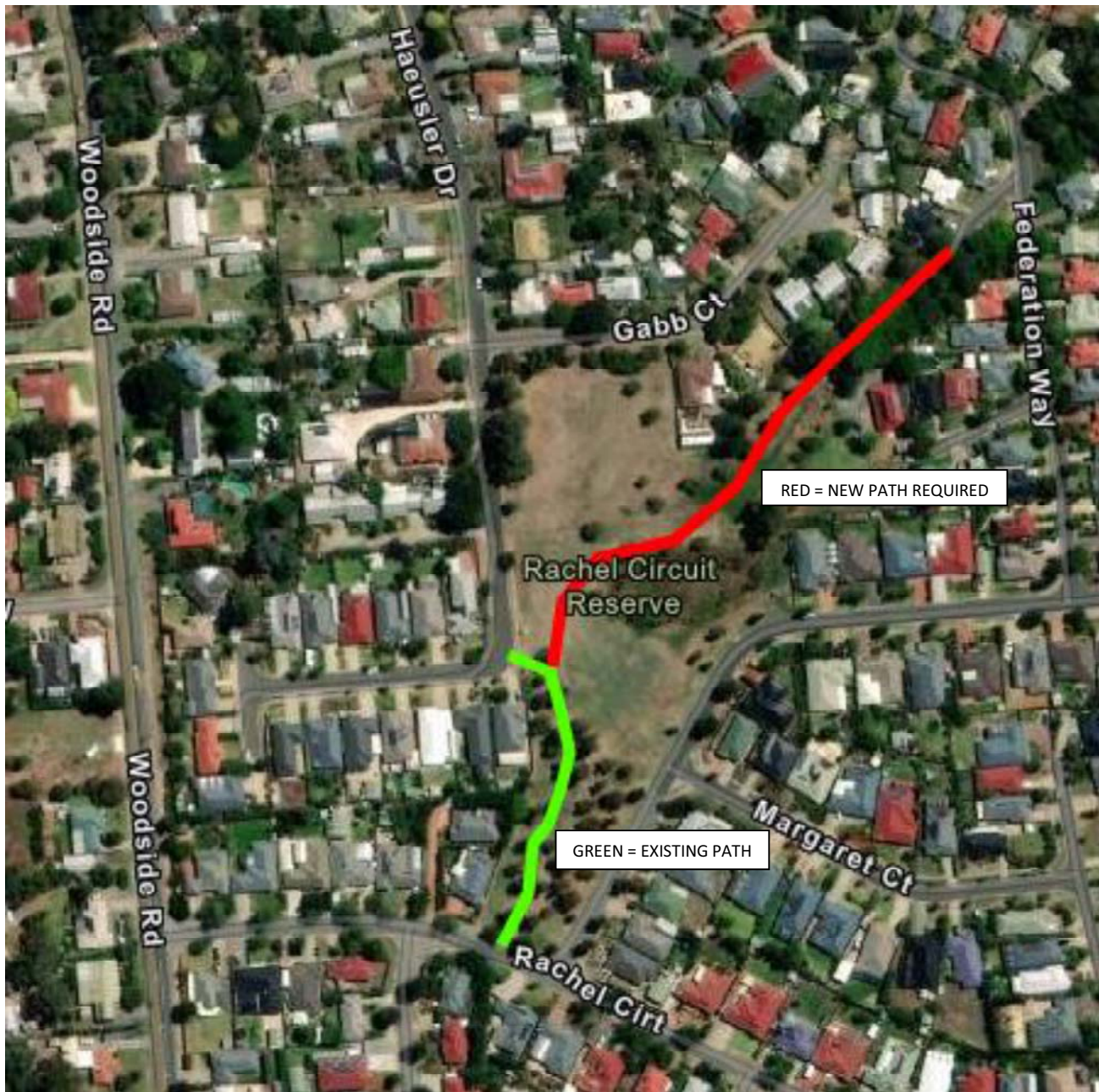
The trail comprises four sections through open space and five sections of quiet urban streets including Elm Court, Clezy Court, Hillman Drive, Murphy Court, Jervois Street, Elizabeth Street and North Railway Terrace.

Pedestrian/cyclist ramps are also required at road crossings/entries.



Rachel Circuit Path, Nairne

This path runs between the existing path in Rachel Circuit Reserve and Cottage Lane, and forms part of the link between Nairne and Brukunga (via Federation Way, North Road, Piney Ridge Road and Peggy Buxton Rd).



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Oakford Heights Paths, Nairne

This small network of paths connects existing paths near Webber Drive and Megan Circuit.

The paths utilise open space within the Oakford Heights development, as well as a small section of open space between Nixon Street and Lower Nixon Street.

Ideally these paths will be established as part of the residential development.

The exact alignment of the new paths are to be determined.



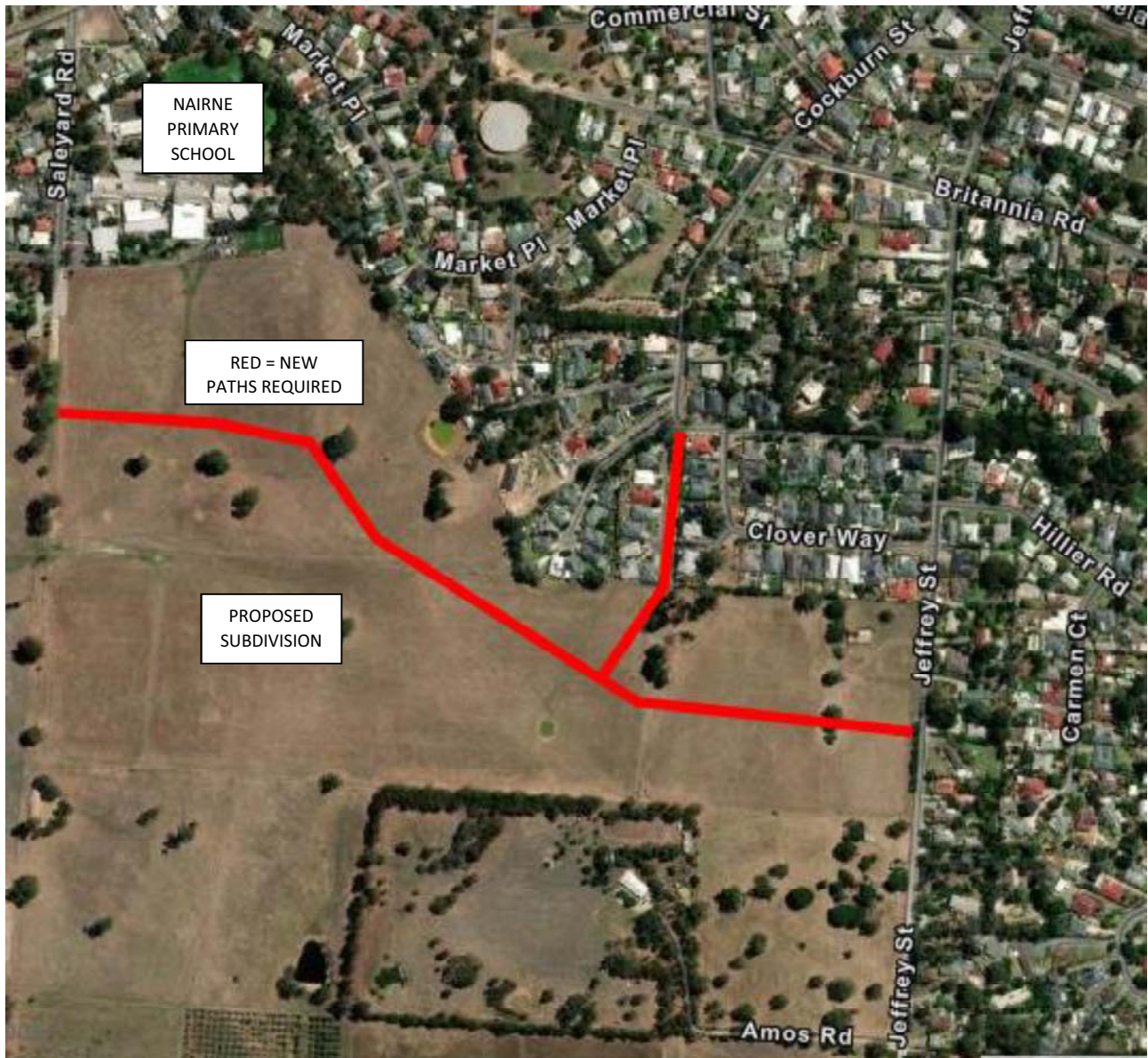
[Return to start](#)

Saleyard Road Paths, Nairne

These paths run between Saleyard Road, Jeffrey Street and Shakes Road.

The alignment of the main path would be along the proposed collector road through the subdivision.

Ideally these paths will be established as part of the residential development.

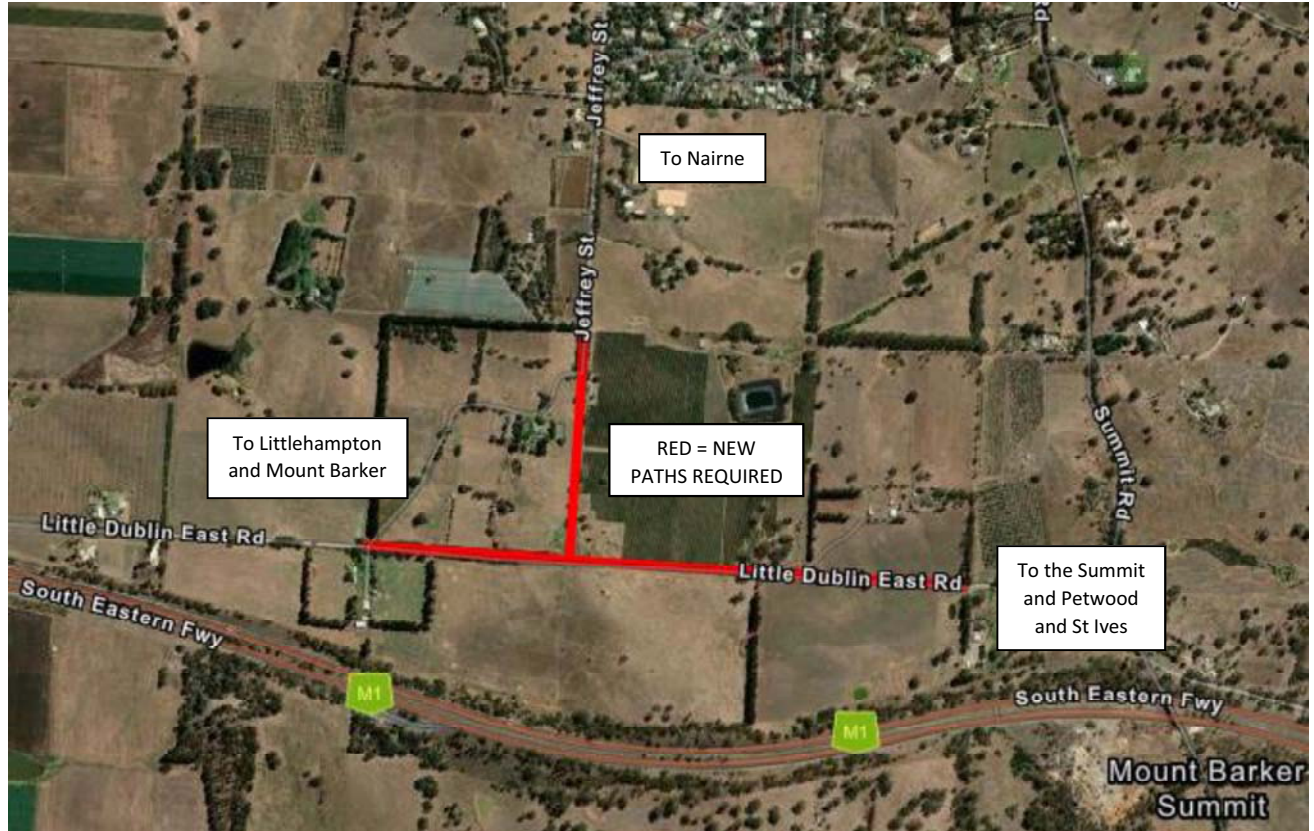


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Jeffrey Street Paths, Nairne

These paths will provide access between Nairne and Littlehampton/Mount Barker, and Nairne and the Mount Barker Summit as well as Petwood and St Ives.

The paths would utilise unmade road corridors along Jeffrey Street and Little Dublin Street East

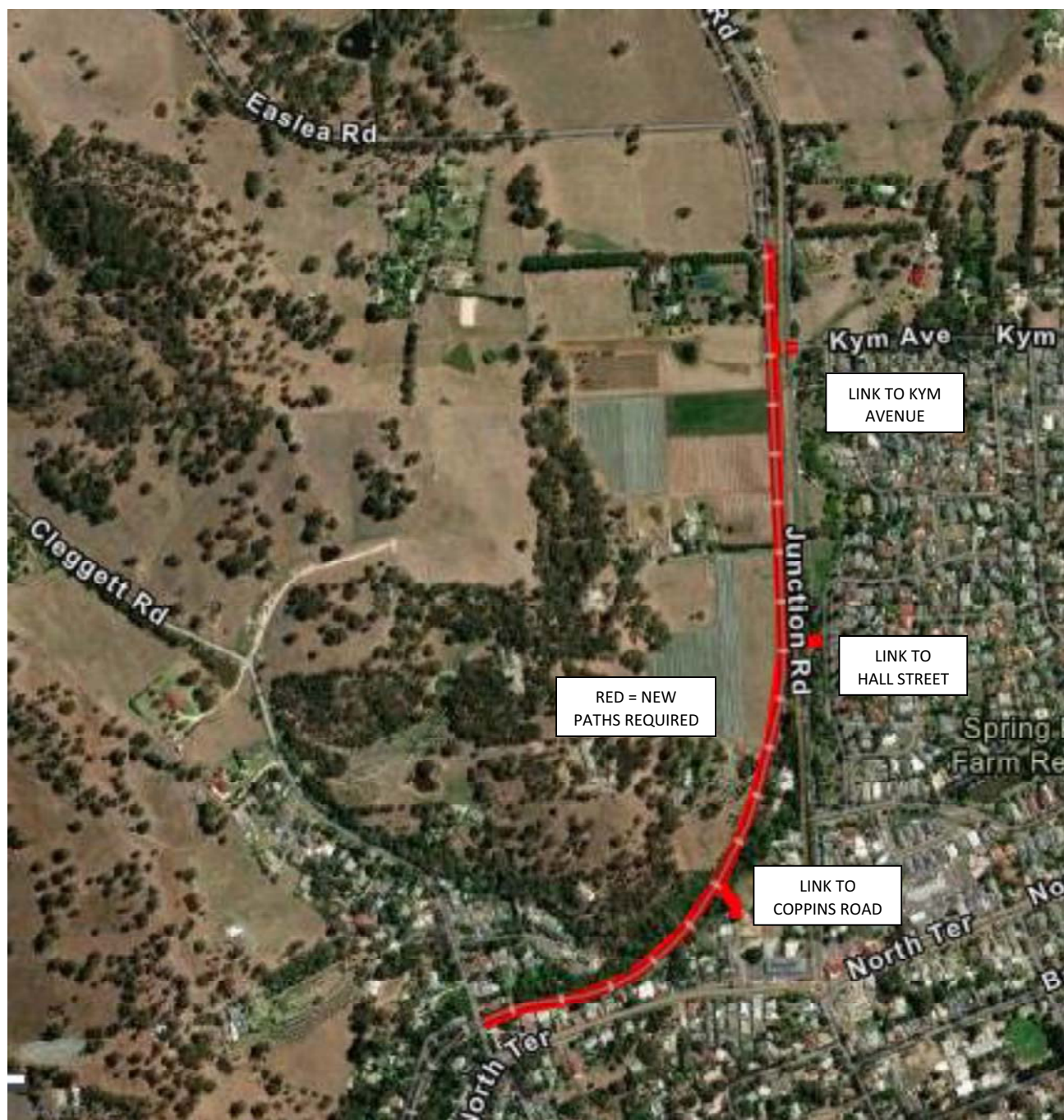


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Disused Rail Corridor, Littlehampton

This path would run within the rail corridor between Cleggett Road and Easlea Road.

Links are required to Kym Avenue, Hall Street and Coppins Road



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Waterford Estate Paths, Mount Barker

Six paths are required through open space in the Waterford Estate to enable travel throughout. Existing quiet urban streets such as Ridley Avenue, London Court and Les Bell Drive, and footpaths along busier roads (Waterford Drive, Burnbank Way, Yaktanga Way and Tremayne Drive) will complete the cyclist and pedestrian network in this estate.

Two small bridges are required to access Waterford Drive from the east.

The six path sections required are:

- A path along the watercourse between Pontiac Road and Waterford Avenue, with a bridge required at the western end.
- A path through the open space at 59 Burnbank Way, with a bridge required at the western end.
- Paths through Martindale Estate Reserve, linking Tremayne Drive to Burnbank Way at two locations.
- Paths through Bessie May Park and Bessie Bell Park, linking Tremayne Drive, Burnbank Way, London Court and Les Bell Drive.
- A path through Yaktanga Way Reserve linking London Court and Yaktanga Way.
- A path within the open space linking Les Bell Drive and Bald Hills Road.

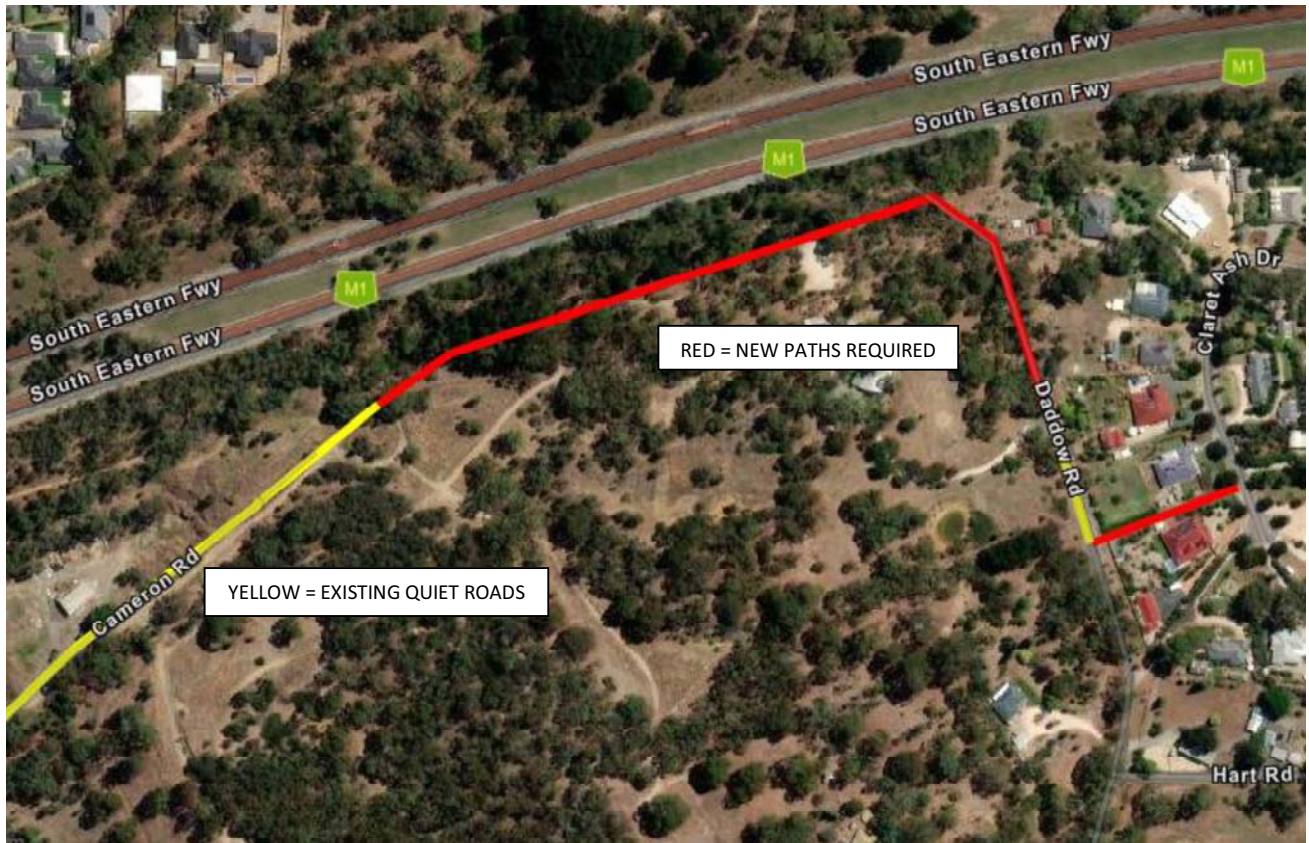


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Claret Ash Drive to Cameron Road path, Mount Barker

This path would provide an important link between the Waterford Estate and destinations such as Cornerstone College, Anembo Park, Littlehampton and Mount Barker.

New path sections are required between Claret Ash Drive and Daddow Road, and Daddow road and Cameron Road through the old Tannery site.



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Burnbank to Thornbill paths, Mount Barker

These two short sections of path will enable cyclists and pedestrians to access Monteith Court and Thornbill Drive, which leads to Laratinga Wetlands and Mount Barker via the path along Springs Road.

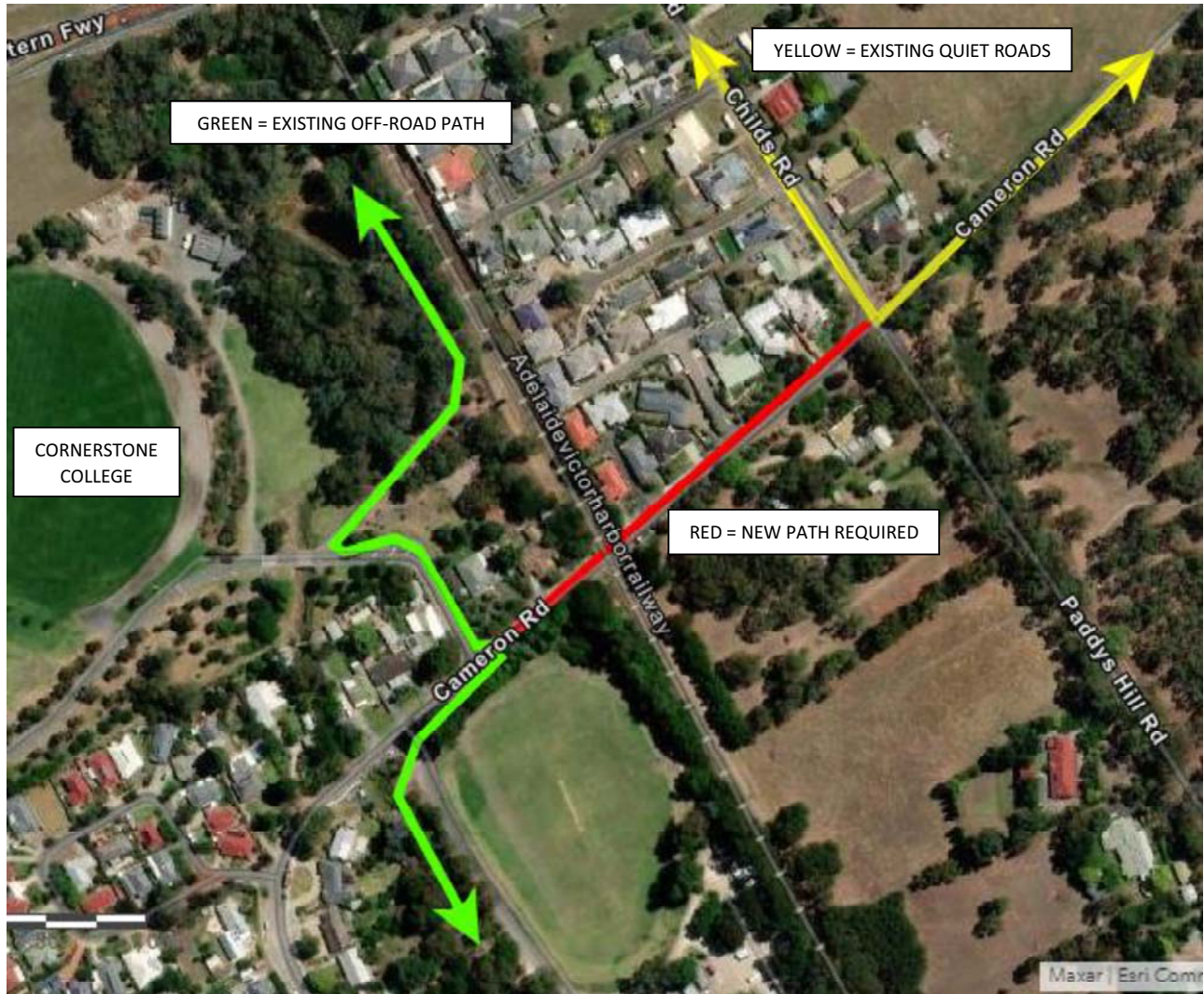


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Cameron Road to Cornerstone path, Mount Barker

This section of footpath will provide a link between Waterford Estate and Cornerstone College.

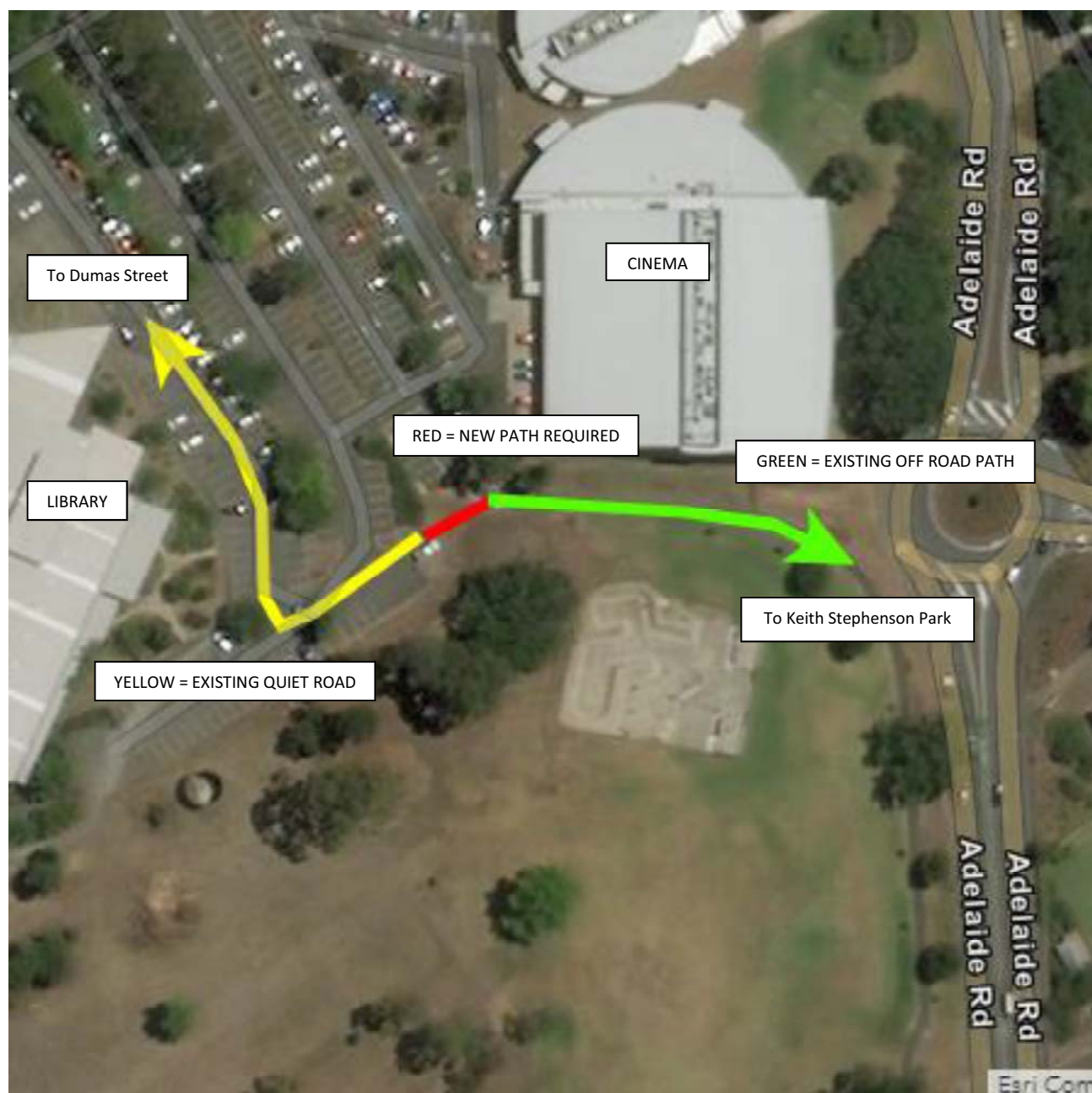
A path is required either on the north or south side of Cameron Road between Childs Road/Paddys Hill Road and the existing off road trail near Cornerstone College.



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Library to Skate Park path, Mount Barker

This short section of path will provide a link between the library access road and the path to Keith Stephenson Park.



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Mountain Glen Reserve (East) paths, Mount Barker

These paths will provide a link between the Laratinga Trail and Alexandrina Road.

A new path is required on the northern side of Alexandrina Road, between Oborn Road West and Mitton Court.

A link to Scarborough Way is also required.



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Dean Street to Waldorf path, Mount Barker

This path will provide a link between the Waldorf School and the suburbans area to the north east. Very rough paths exist here but these require formalisation.

Links to Kernutt Court, Oborn Road and Herriot Court are required.

One or two creek crossings may be required.



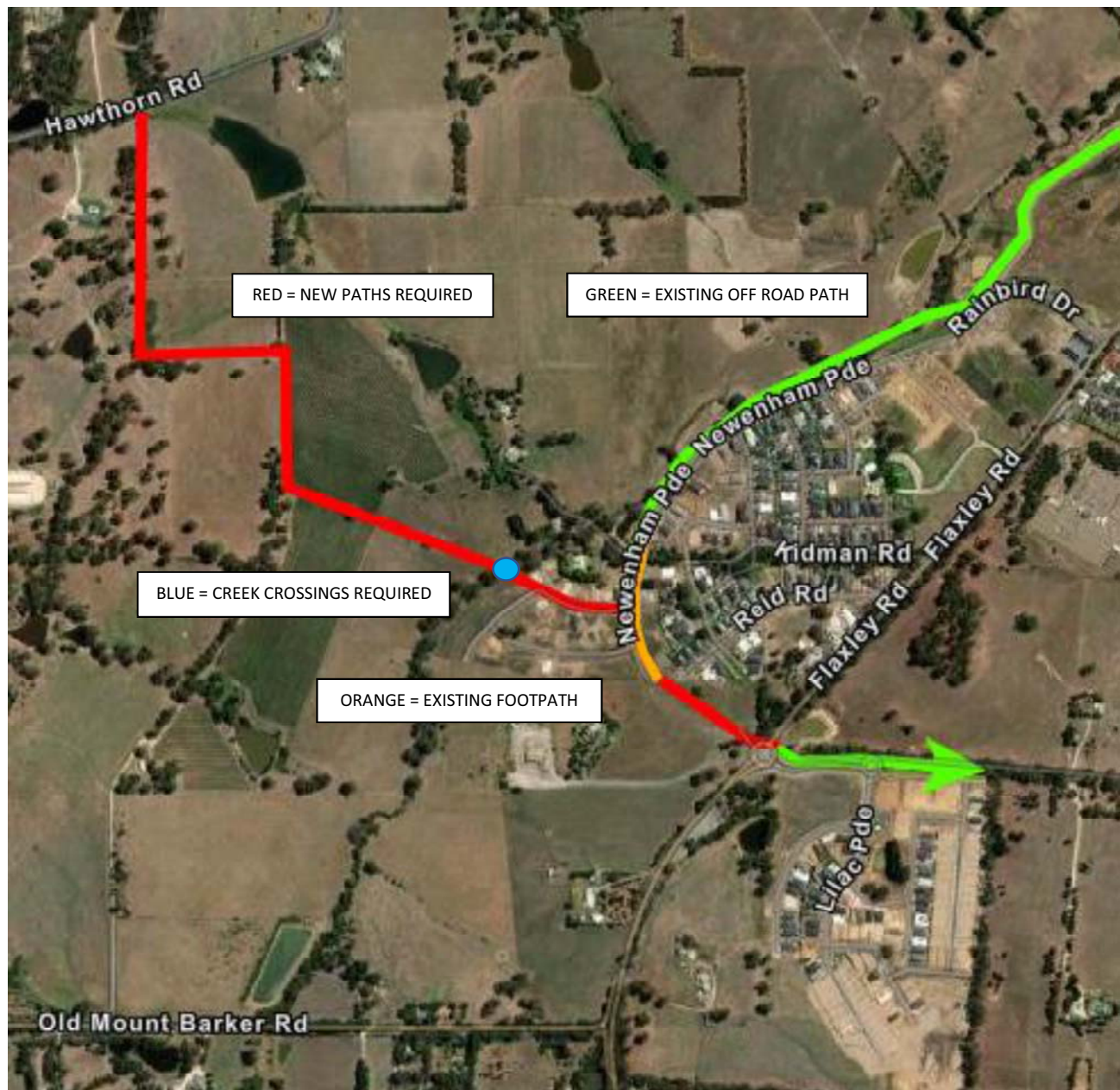
[Return to start](#)

Newenham Paths, Mount Barker

These paths will provide links between the Newenham Estate and destinations to the north west and to the south east

The paths utilise unmade road reserves between Hawthorn Road and Beneva Road, with the exact alignments of the paths dependant on the subdivision plans. Ideally these paths will be established as part of the residential development.

At least one watercourse crossing will be required.



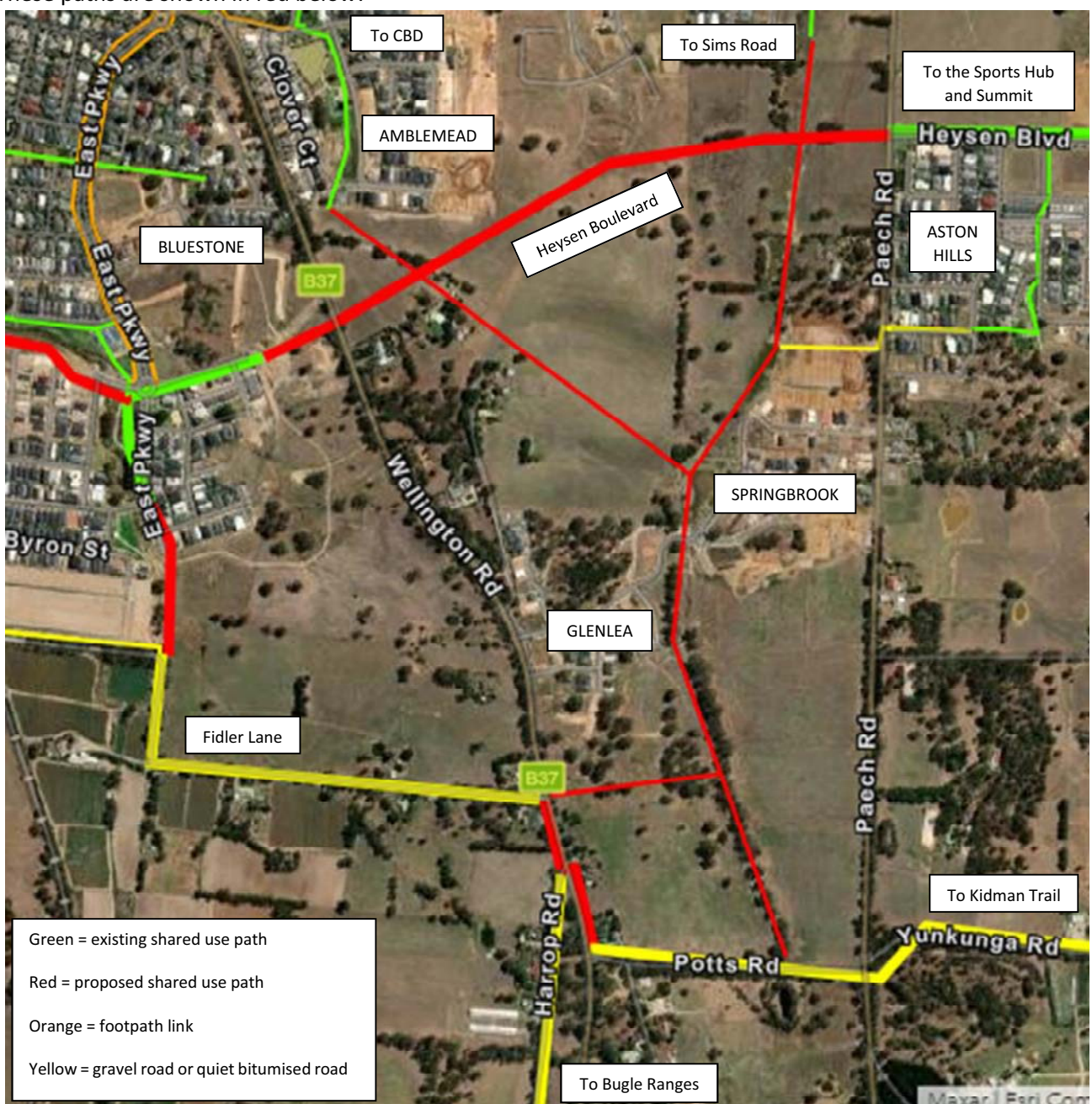
[Return to start](#)

South East Mount Barker paths (Glenlea, Bluestone, Amblemead, Heysen Boulevard)

The path network in this area builds on the existing off-road paths within the Bluestone, Amblemead and Aston Hills developments, including paths alongside completed sections of Heysen Boulevard. The key requirements for the path network in this area are:

- A path along the watercourse through Glenlea, between Potts Road and Sims Road.
- A path between Glenlea and Amblemead, providing access to Mt Barker CBD.
- A path alongside Heysen Boulevard for its full length.
- A path linking Bluestone to Fidler Lane
- Path links between Fidler Lane and Potts Road, and Fidler Lane and the Glenlea Path.

These paths are shown in red below:



Heyesen Boulevard Clover Park to Bluestone, Mount Barker

An off-road path along the north side of Heyesen Boulevard is required for its entire length, including the incomplete sections between Clover Park and Springlake, and Minters Fields and Bluestone as shown below.

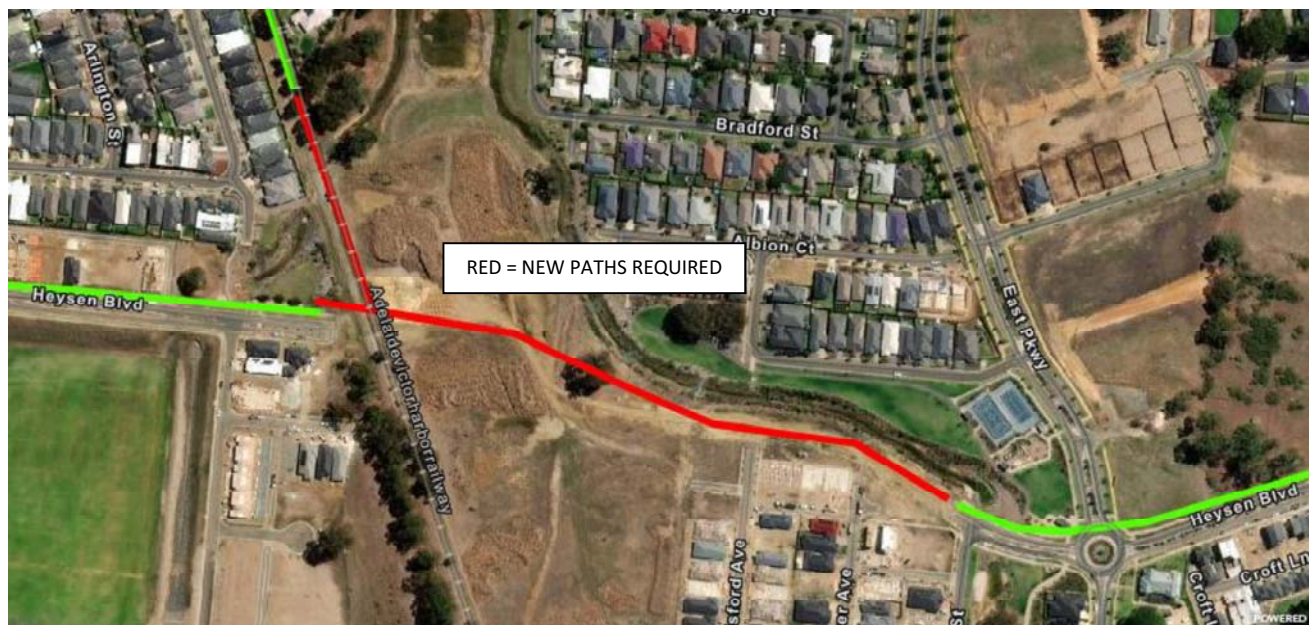
A short link to the existing path on the east side of the railway line is required as part of the Minters Fields to Bluestone section.

Ideally these paths will be established as part of the residential development.

Clover Park to Springlake:



Springlake to Bluestone:



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Martin Road to Dog Park path, Mount Barker

This link will enable cyclists and pedestrians to access the Zanker Drive Dog Park (and the Laratinga Trail and CBD beyond) from Springlake Estate.

A small path through the fence between Bentham Court and Martin Road is required as part of this link.



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Bollen Road to Dog Park path, Mount Barker

This path runs alongside the watercourse between the Zanker Drive Dog Park and the Laratinga Trail along Western Flat Creek.

A crossing of Flaxley Road is required as part of this path



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Hurling Drive to Western Flat Creek path, Mount Barker

This path links Hurling Drive (near Barker Road) to the Laratinga Trail near Kay Road.

The path utilises small sections of existing footpath along Hughes Street, as well as a section of Carr Street.

Links are required to residential streets, and a small creek crossing is required near Carr Street.

A crossing of Flaxley Road is also required at Carr Street.



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Rage Cage path, Mount Barker

A short link path is required between Wellington Road (north side at the signalised pedestrian crossing) and Alexandrina Road (south side near the Rage Cage).

This link will provide formal access for students and others across the grassed area

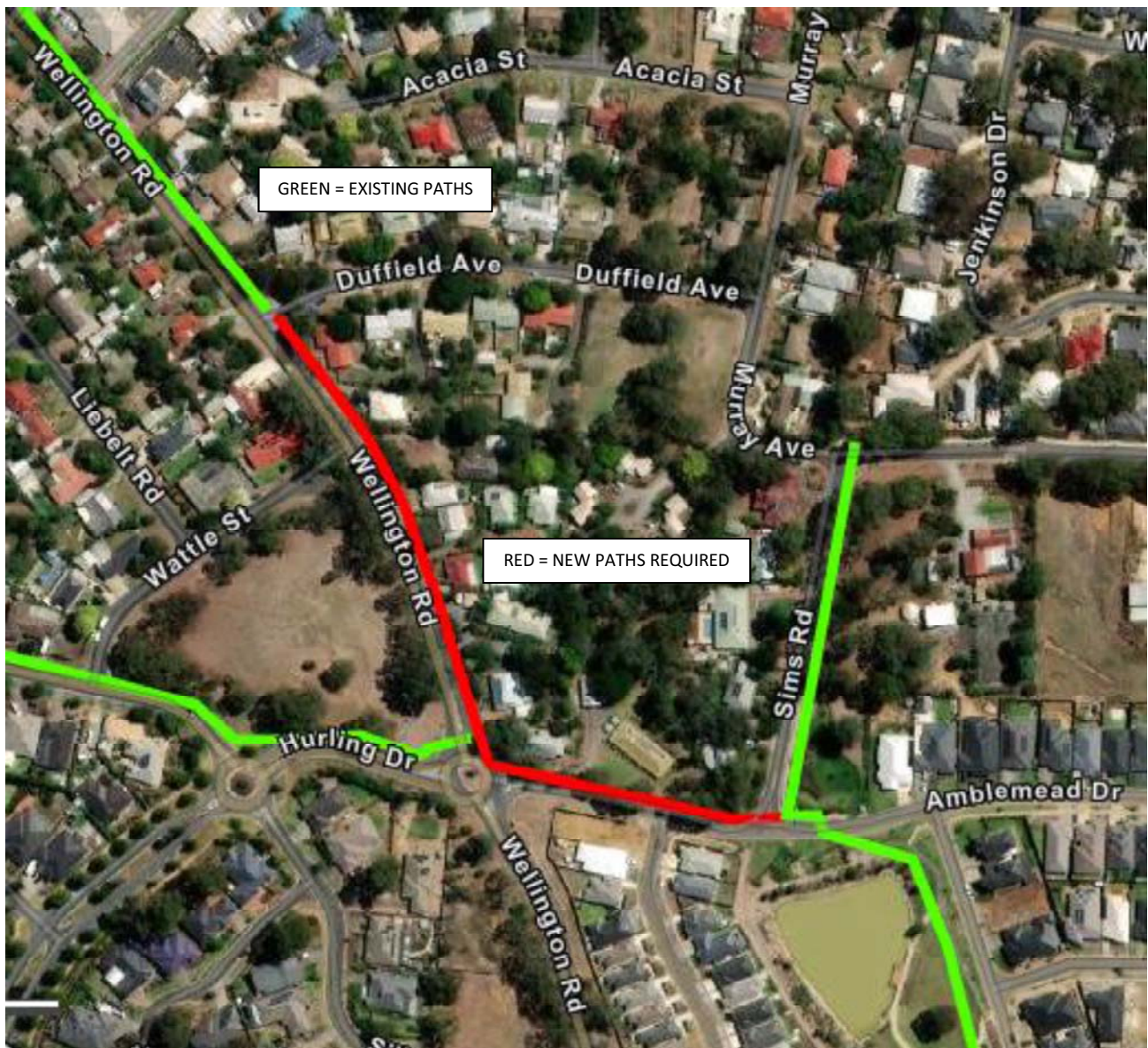


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Wellington Road and Sims Road paths, Mount Barker

Formal paths are required along the north side of Sims Road (between Amblemead Drive and Hurling Drive) and along the east side of Wellington Road (Hurling Drive to Duffield Avenue). Rough paths currently exist in these locations but they require upgrades.

Protected crossings are required at each end – one at Duffield Avenue and one at Sims Road.



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Duffield Avenue and Murray Avenue paths, Mount Barker

Paths are required along Duffield Avenue (probably the southern side) and along Murray Avenue, to enable safe access for cyclists and pedestrians (particularly students) between Wellington Road and Sims Road.

A safe crossing of Murray Avenue is required at the southern end.



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Wellington Road path, Mount Barker

Formalisation of the rough and sometimes ill-defined path on the southern side of Wellington Road is required, between Albert Road and the protected crossing at the Hospital. This is a very popular route with several trip-generators including the IGA Supermarket, many shops and businesses and the 24-hour service station.

The rough existing path requires upgrade and formalisation. Crossings of Wellington Road (including at or near the IGA) and a link to Craig Terrace are also required.



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Hartmann Road path, Mount Barker

A path on the western side of Hartmann Road is required, linking the existing path at the Hartmann Road Screening Reserve to the paths at The Summit Reserve and then to Sims Road at Paech Road.

Very rough paths currently exist in these locations – these require formalisation. Links to Douglas Drive and Galloway Court are required, as is a crossing of Hartmann Road at Sims Road.



Mill Street to Macclesfield Road path, Meadows

This short link along unmade road reserves will enable cyclists and pedestrians to avoid Dashwood Gully Road east of Meadows



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Barker Districts Bicycle Users Group

Priorities for new/upgraded road crossings, 23 January 2022

The *Barker Districts Bicycle Users Group* was formed in 2018, with our aim being to advocate for the wider use of bicycles for transport and recreation in the Mount Barker District Council area and beyond. The health, environmental, social, and financial benefits of cycling for the individual and the community are widely understood, and we believe that these benefits can be better realised by making cycling safer and more convenient in urban and rural areas for both experienced and less experienced cyclists.

Our group has been undertaking district-wide bicycle network planning for several years and has identified a network of urban and regional routes primarily made up of off-road trails, footpaths, quiet urban streets and quiet regional roads (mostly gravel) throughout the district. The proposed network can be viewed here: <https://arcg.is/15fTGz>. Most of the proposed network is already established and only requires maintenance and signage/wayfinding, however we have identified 39 paths (or groups of paths) that require establishment or upgrade to complete the network. These were prioritised and submitted to Council for consideration in early October 2021 (*Barker Districts Bicycle Users Group Path priorities 4 October 2021*)

To complement the paths, we have also identified a number of road and watercourse crossings that require upgrade or establishment to enable people – cyclists and pedestrians – to cross them more safely. This would primarily be through the establishment of a central refuge, allowing people to cross the roads one carriageway at a time. We have mainly focused on roads in urban areas where cyclist and pedestrian demand is higher.

The crossings are detailed in this document and represent those that we consider to require investment by Council and/or the Department for Infrastructure and Transport (DIT). The crossings are represented by a white ellipse that indicates the location of the proposed crossing upgrade. The adjacent paths – part of our proposed network – are also shown and the colour coding is: GREEN = off-road trail existing; RED = off-road trail required; ORANGE = footpath link; YELLOW = gravel road or quiet bitumised road; YELLOW DASHED = route along a main road. Note that the crossing and trails are shown in their indicative locations only.

As the crossings requiring upgrades are by nature located on busier roads, many of them are across roads managed by DIT (e.g. Wellington Road). In these cases, the crossing upgrades would need to be a joint undertaking between Council and DIT.

At this stage we have not prioritised the crossings but in general the priorities would be:

- Roads where traffic speeds and volumes are high.
- Crossings where pedestrian demand is high.
- Crossings where the community or council staff have identified difficulties in crossing for pedestrians (including people using wheelchairs or gophers) and cyclists.

The crossings across and adjacent to Council-managed roads are:

- [Littlehampton Creek at the Radio Race Car Track, Littlehampton](#)
- [Paech Road at Spicer Street, Mount Barker](#)
- [Waterford Avenue creek crossings, Mount Barker](#)
- [Bald Hills Road at Yaktanga Way, Mount Barker](#)
- [Bald Hills Road at Burnbank Way, Mount Barker](#)
- [Alexandrina Road \(near Oborn Road east\), Mount Barker](#)
- [Alexandrina Road / Victoria Road / Skipper Street intersection, Mount Barker](#)
- [Alexandrina Road / Albert Road junction, Mount Barker](#)

- [Alexandrina Road / Hampden Road junction, Mount Barker](#)
- [Secker Road /Alexandrina Road junction, Mount Barker](#)
- [Three crossings alongside Druids Avenue, Mount Barker](#)
- [Mann Street, Mount Barker](#)
- [Hurling Drive and Barker Road, Mount Barker](#)
- [Ray Orr Drive at Thiele Avenue, Mount Barker](#)
- [Bollen Road, at the Kings Baptist School](#)
- [Springs Road, near the Environmental Services Centre, Mount Barker](#)
- [Burnbank Way, near Springs Road, Mount Barker](#)
- [Bald Hills Road between Mitton Court and the bus stop, Mount Barker](#)
- [Hartmann Road near Springs Road, Mount Barker](#)
- [Alexandrina Road, at Hartmann Road, Mount Barker](#)
- [Springs Road at or near Williams Road, Mount Barker](#)
- [Bald Hills Road near Les Bell Drive, Mount Barker](#)
- [Stephen Street at Gawler Street and Morphett Street, Mount Barker](#)
- [Dumas Street near the library, Mount Barker](#)
- [Heysen Boulevard at the rail line, Mount Barker](#)
- [Sims Road at Murray Avenue, Mount Barker](#)

The crossings across or adjacent to DIT-managed roads are:

- [Woodside Road near Stirling Road, Nairne](#)
- [Woodside Road at Pulleine Road/North Road, Nairne](#)
- [Main Road at Jeffrey Street, Nairne](#)
- [North Terrace at Childs Road, Littlehampton](#)
- [Adelaide Road at Anembo Park, Littlehampton](#)
- [Adelaide Road at the northern freeway junction, Littlehampton](#)
- [Adelaide Road at the southern freeway junction, Littlehampton](#)
- [Main Road at Auricht Road and Braun Drive, Hahndorf](#)
- [River Road and the Onkaparinga River, Hahndorf](#)
- [Wellington Road at the IGA Supermarket, Mount Barker](#)
- [Duffield Avenue / Wellington Road junction, Mount Barker](#)
- [Alexandrina Road at the Adelaide Road roundabout, Mount Barker](#)
- [Hawthorn Road at Adelaide Road, Mount Barker](#)
- [Flaxley Road near Carr Street, Mount Barker](#)
- [Flaxley Road near Wilson Street, Mount Barker](#)
- [Fidler Lane/ Wellington Road/ Harrop Road/ Potts Road junctions, Mount Barker](#)
- [Hahndorf Main Street at Ambleside Road, Hahndorf](#)
- [Echunga Road at Paechtown Road, Hahndorf](#)
- [Mount Barker Road at Kookaburra and Diagonal Road, Totness](#)
- [Old Princes Highway at The Glebe, Littlehampton](#)
- [Balhannah Road at Main Street, Hahndorf](#)
- [Main Street, Nairne, near Lower Nixon Street](#)

Woodside Road near Stirling Road, Nairne

A protected crossing will enable people to cross Woodside Road one carriageway at a time:



Woodside Road at Pulleine Road/North Road, Nairne

A protected crossing will enable people to cross Woodside Road one carriageway at a time:



Main Road at Jeffrey Street, Nairne

A protected crossing will enable people to cross Main Road one carriageway at a time:



North Terrace at Childs Road, Littlehampton

A protected crossing will enable people to cross North Terrace one carriageway at a time:



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Littlehampton Creek at the Radio Race Car Track, Littlehampton

A bridge over the creek will enable people to cycle/walk between Littlehampton and Anembo Park:



Adelaide Road at Anembo Park, Littlehampton

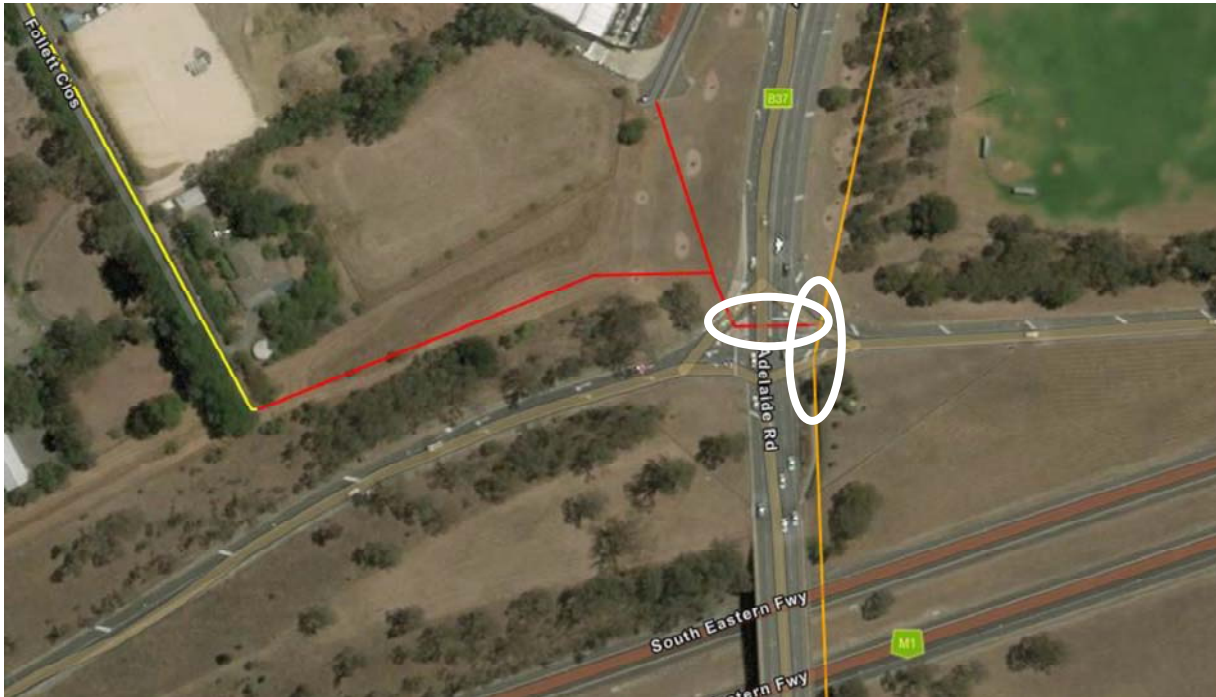
A crossing of the dual carriageway will enable people to safely cross from Anembo to Kookaburra Lane:



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Adelaide Road at the northern freeway junction, Littlehampton

Two pedestrian activated crossings will enable people to safely cross to access Follett Close and Bunnings:



Adelaide Road at the southern freeway junction, Littlehampton

Two crossings (including a pedestrian activated crossing) will enable people to safely access the freeway bridge from Mt Barker:



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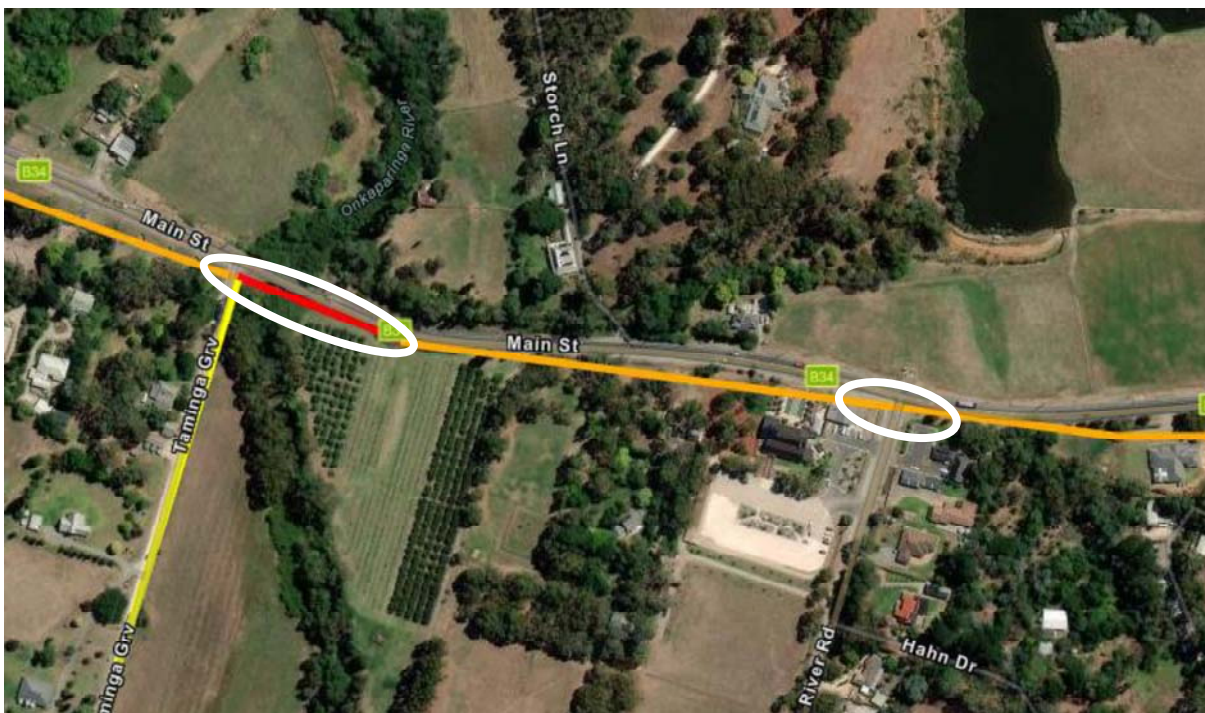
Main Road at Auricht Road and Braun Drive, Hahndorf

A protected crossing will enable people to safely cross Main Road:



River Road and the Onkaparinga River, Hahndorf

Safer crossings will enable people to safely travel between Hahndorf and Verdun/Bridgewater



Paech Road at Spicer Street, Mount Barker

A protected crossing will enable people to cross Paech Road one carriageway at time:



Waterford Avenue creek crossings, Mount Barker

Two bridges over the creek will enable people to access Waterford Avenue from the east:



Bald Hills Road at Yaktanga Way, Mount Barker

A link between the Yaktanga Way footpath and both sides of Bald Hills Road is required:



Bald Hills Road at Burnbank Way, Mount Barker

A link between the Burnbank Way footpath and both sides of Bald Hills Road is required:



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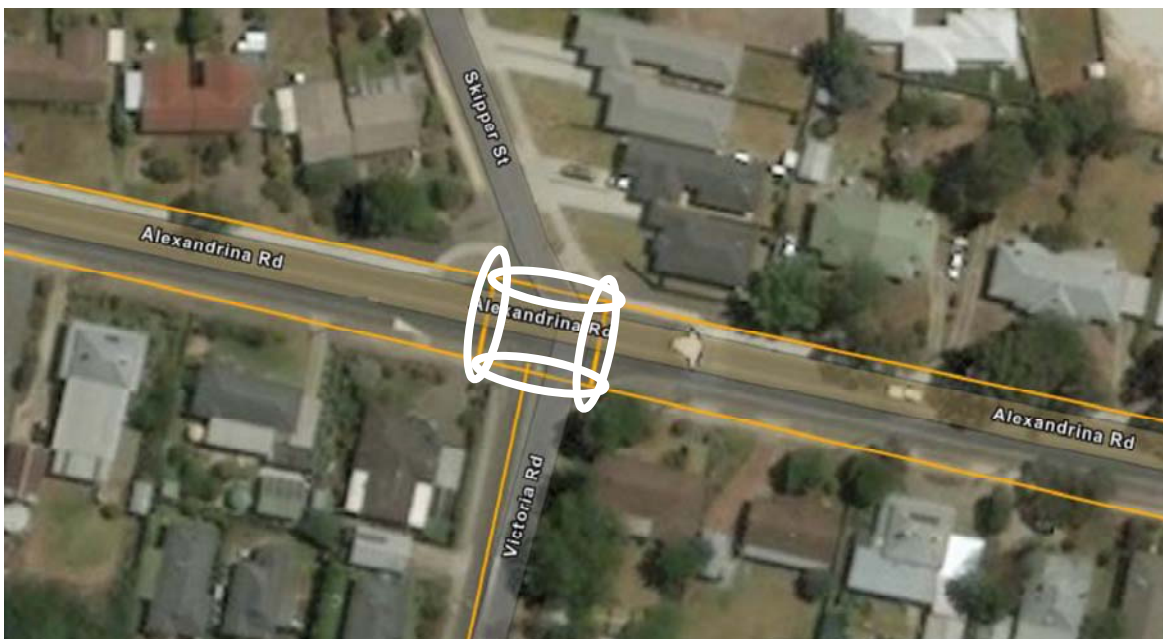
Alexandrina Road (near Oborn Road east), Mount Barker

A crossing of Alexandrina Road is required adjacent to the proposed trail through Mount Glen Reserve:



Alexandrina Road / Victoria Road / Skipper Street intersection, Mount Barker

Crossings are required on all four sides of this busy intersection:



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Alexandrina Road / Albert Road junction, Mount Barker

Crossings are required on three sides of this busy junction:



Alexandrina Road / Hampden Road junction, Mount Barker

Crossings (particularly for school children) are required on three sides of this busy junction:



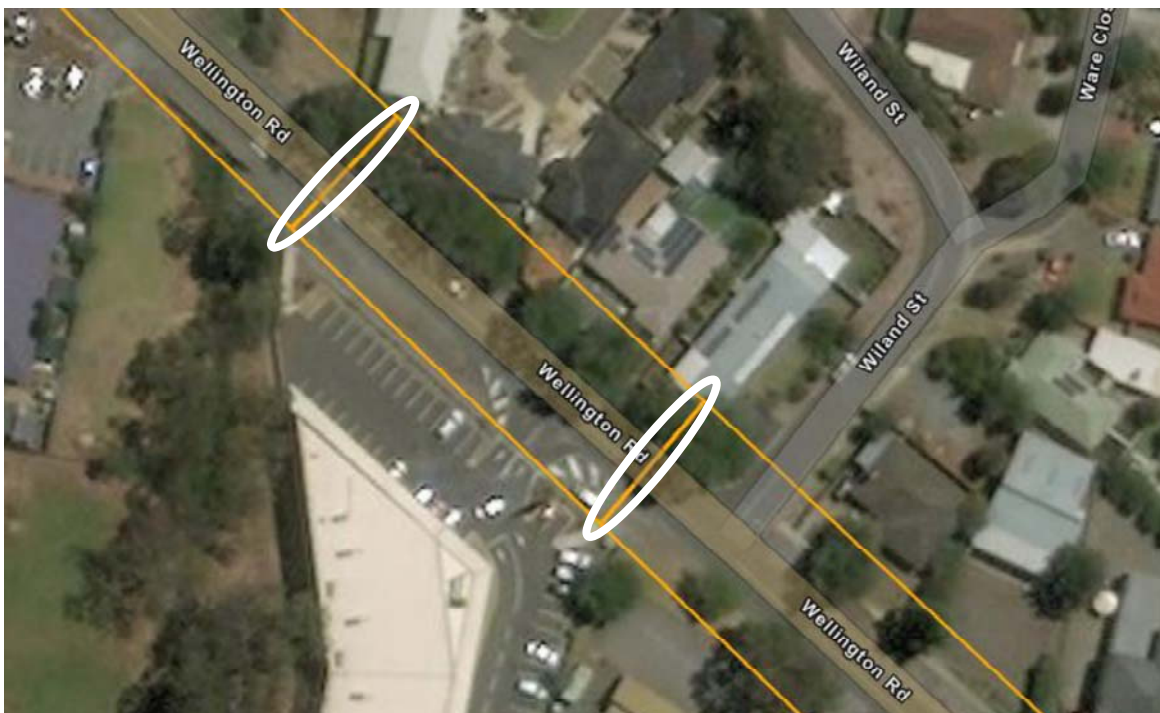
Secker Road /Alexandrina Road junction, Mount Barker

A crossing of Secker Road is required to enable people to cross one carriageway at a time:



Wellington Road at the IGA Supermarket, Mount Barker

A crossing is required at the two pedestrian entry points to the Supermarket:



Duffield Avenue / Wellington Road junction, Mount Barker

A crossing of Duffield Avenue is required at this busy junction:



Alexandrina Road at the Adelaide Road roundabout, Mount Barker

It is currently very hazardous to cross on the eastern side of the roundabout:



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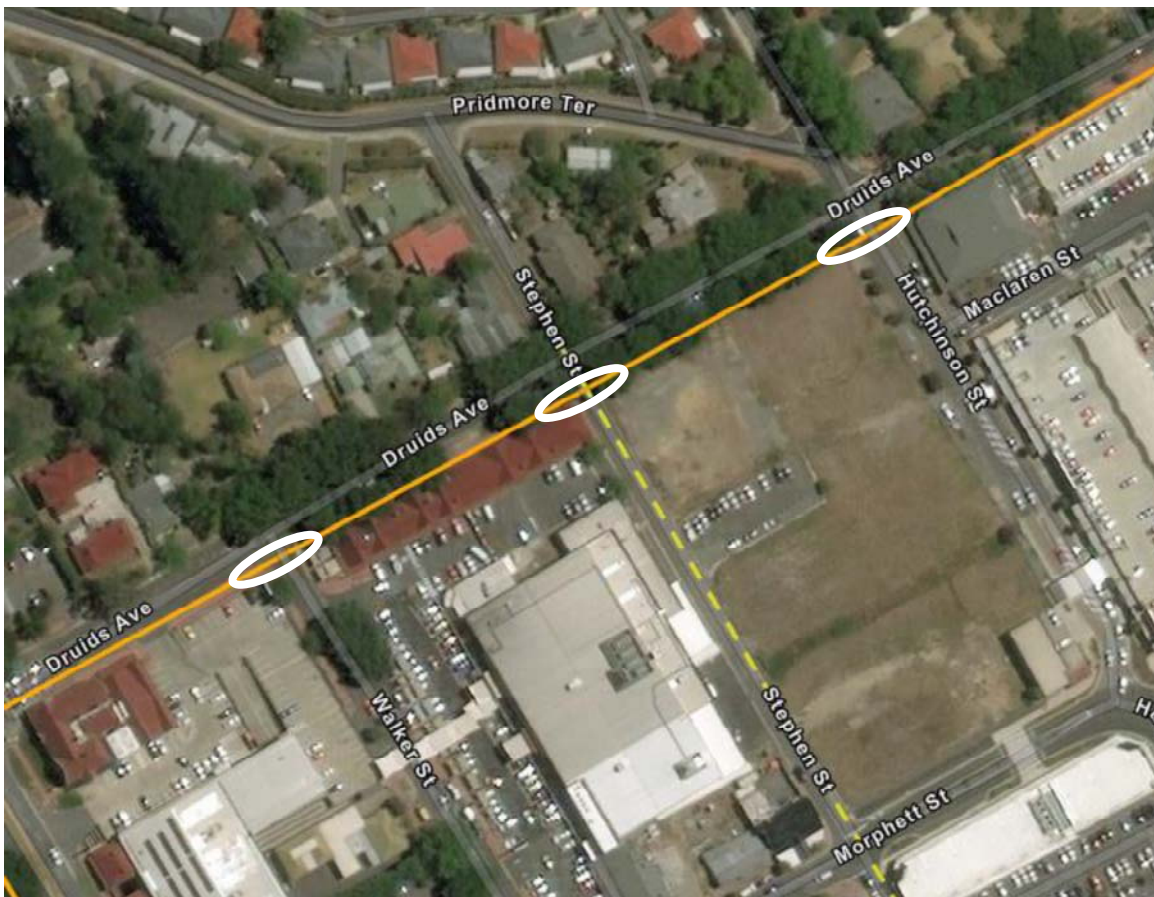
Hawthorn Road at Adelaide Road, Mount Barker

A crossing of Hawthorn Road is required on this busy road:



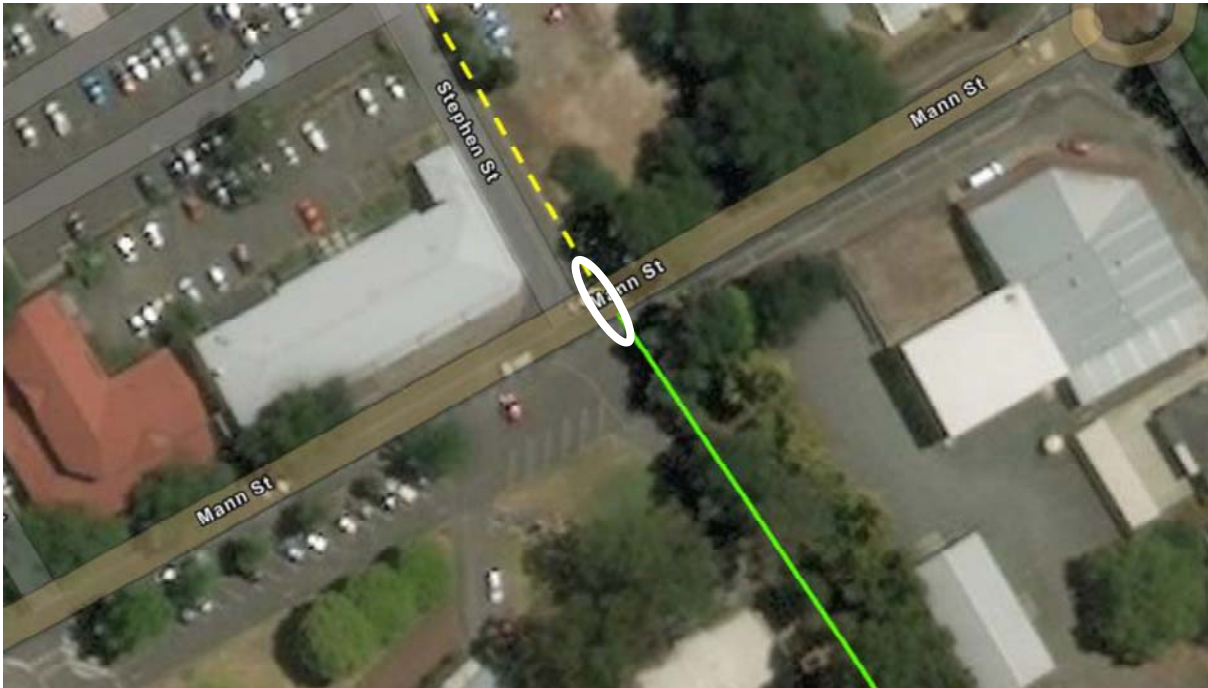
Three crossings alongside Druids Avenue, Mount Barker

Three crossings of side streets are required: Walker Street, Stephen Street and Hutchinson Street:



Mann Street, Mount Barker

A crossing of this busy road is required:



Hurling Drive and Barker Road, Mount Barker

Two crossings of these busy roads are required:



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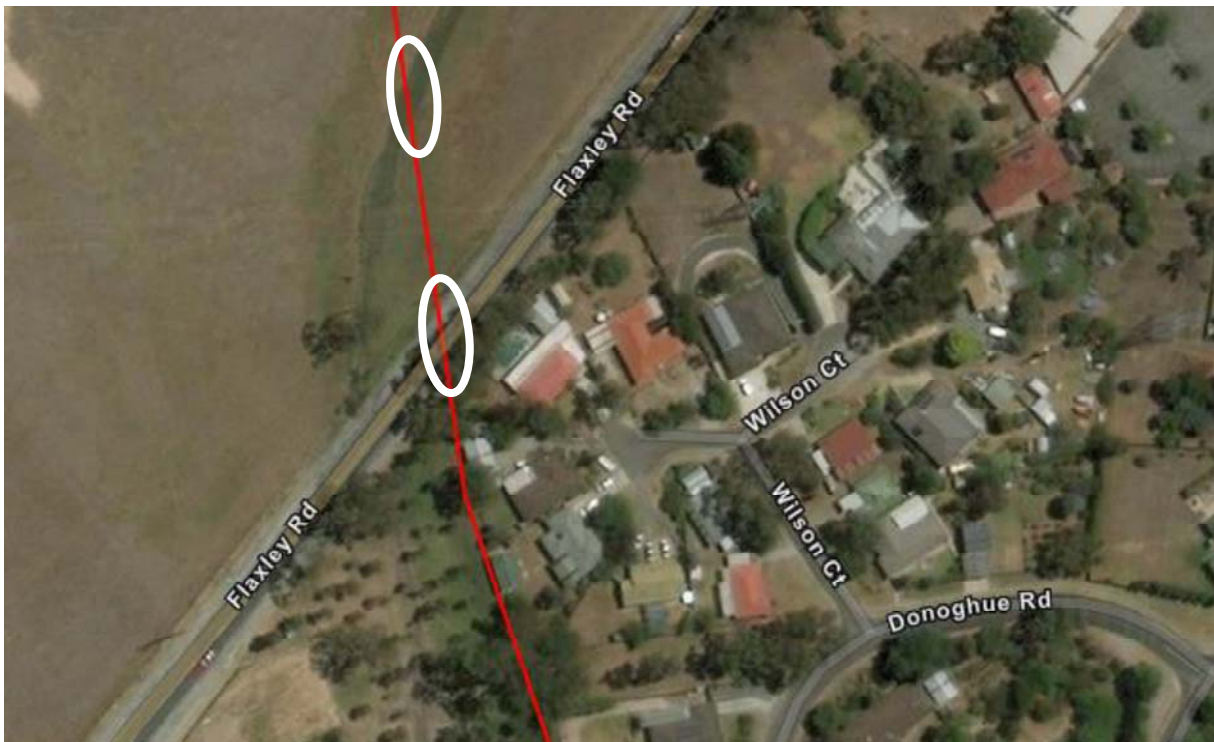
Flaxley Road near Carr Street, Mount Barker

A small bridge and a crossing of Flaxley Road is required:



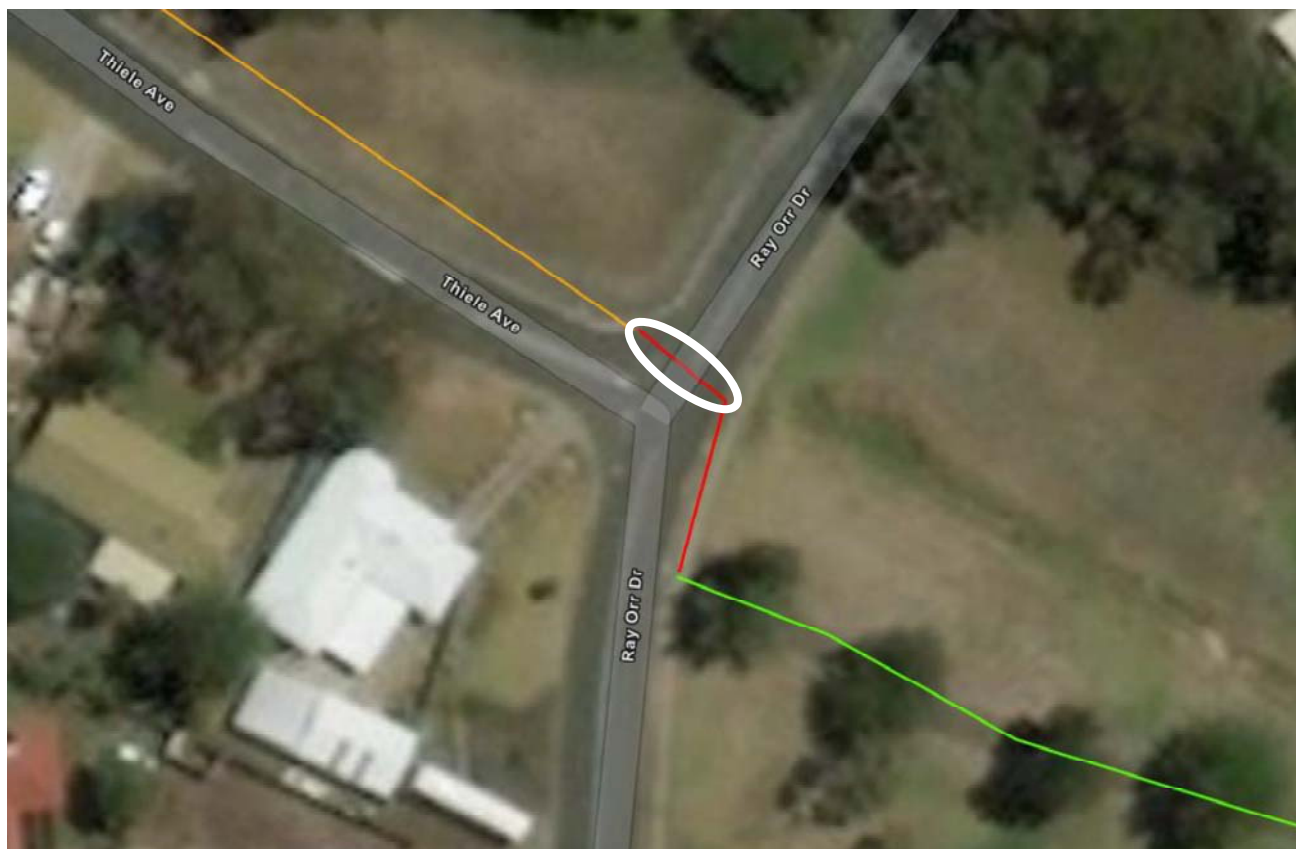
Flaxley Road near Wilson Street, Mount Barker

A small bridge and a crossing of Flaxley Road is required:



Ray Orr Drive at Thiele Avenue, Mount Barker

A crossing of this busy road is required:



Bollen Road, at the Kings Baptist School

A crossing is required on this busy road, at or near the school gate:



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Fidler Lane/ Wellington Road/ Harrop Road/ Potts Road junctions, Mount Barker

Two crossings are required as shown below:



Springs Road, near the Environmental Services Centre, Mount Barker

A crossing of Springs Road is required to enable people to access the entrance road:



Burnbank Way, near Springs Road, Mount Barker

A crossing at the junction is required:



Bald Hills Road between Mitton Court and the bus stop, Mount Barker

A crossing is required to enable people to access the bus stop and Mitton Court:



Hartmann Road near Springs Road, Mount Barker

A crossing is required at this busy junction:



Alexandrina Road, at Hartmann Road, Mount Barker

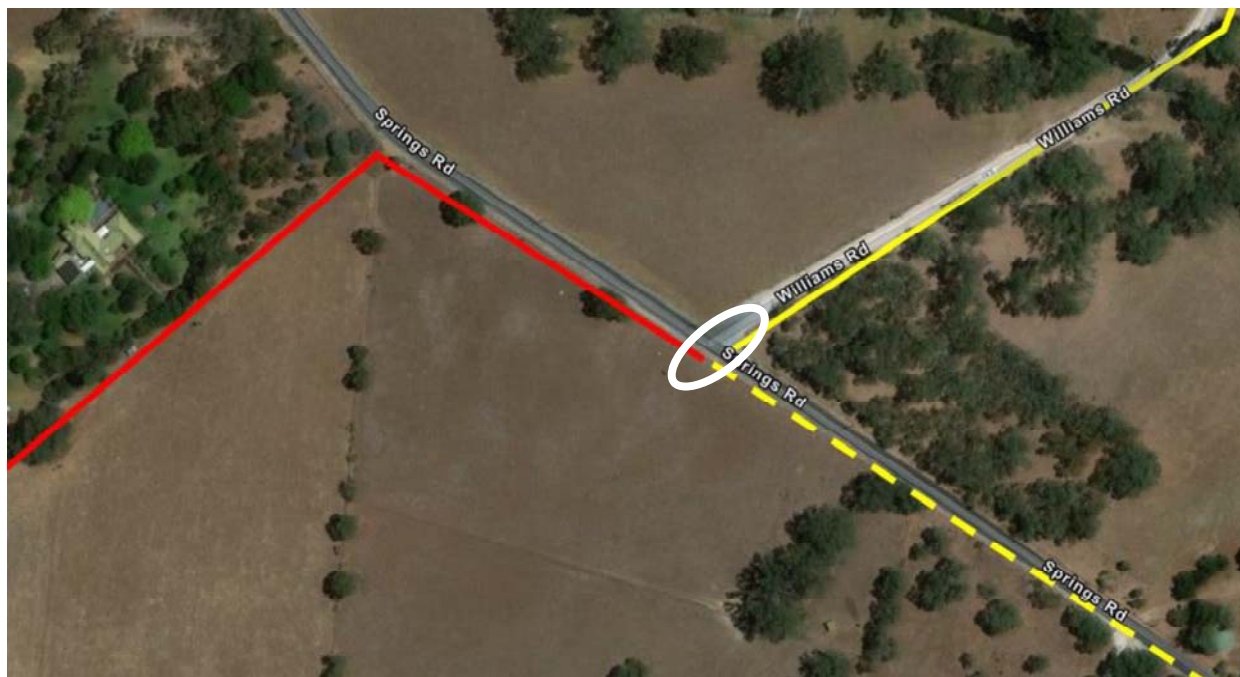
A crossing of this busy road is required:



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Springs Road at or near Williams Road, Mount Barker

A crossing is required for people accessing Williams Road from Heysen Boulevard



Bald Hills Road near Les Bell Drive, Mount Barker

A link between Les Bell Drive and both sides of Bald Hills Road is required:



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Stephen Street at Gawler Street and Morphett Street, Mount Barker

Crossings for cyclists and pedestrians are required:



Hahndorf Main Street at Ambleside Road, Hahndorf

A crossing is required at this busy junction:



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Echunga Road at Paechtown Road, Hahndorf

A crossing is required on this busy road:



Mount Barker Road at Kookaburra and Diagonal Road, Totness

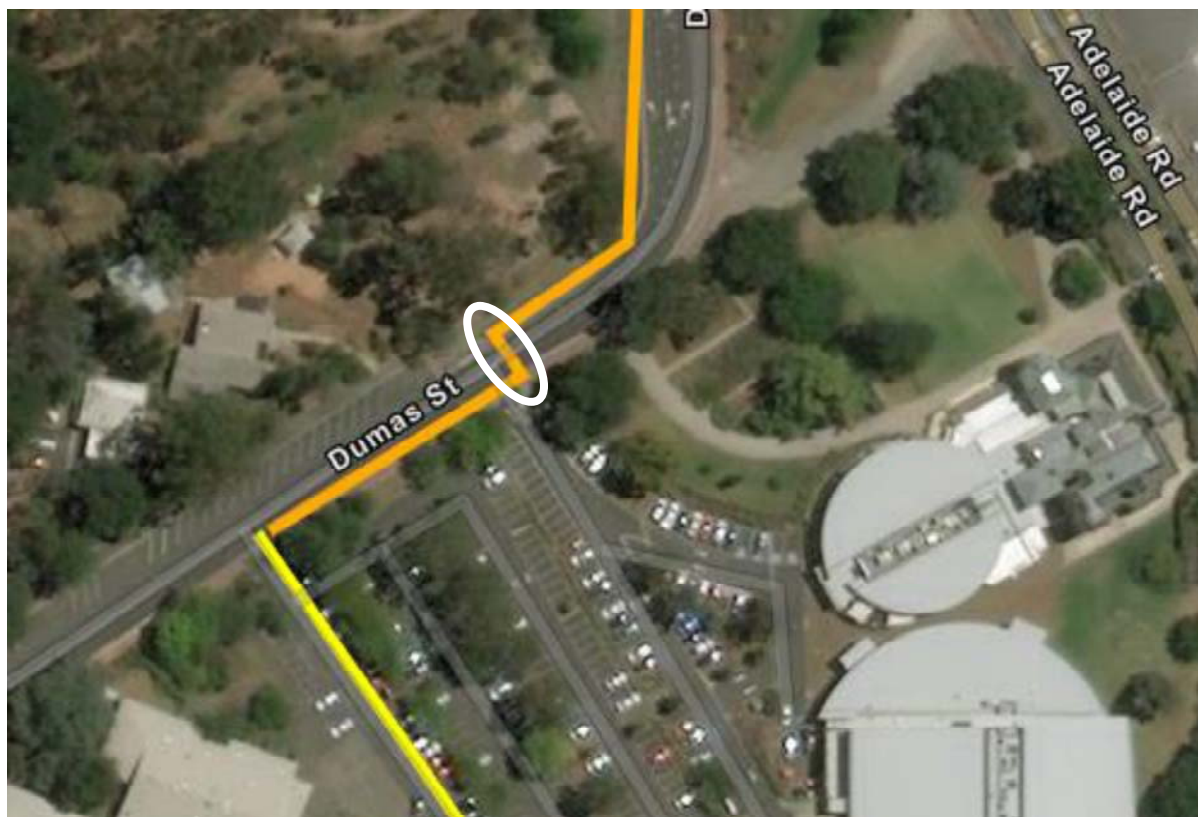
A crossing is required on this busy road:



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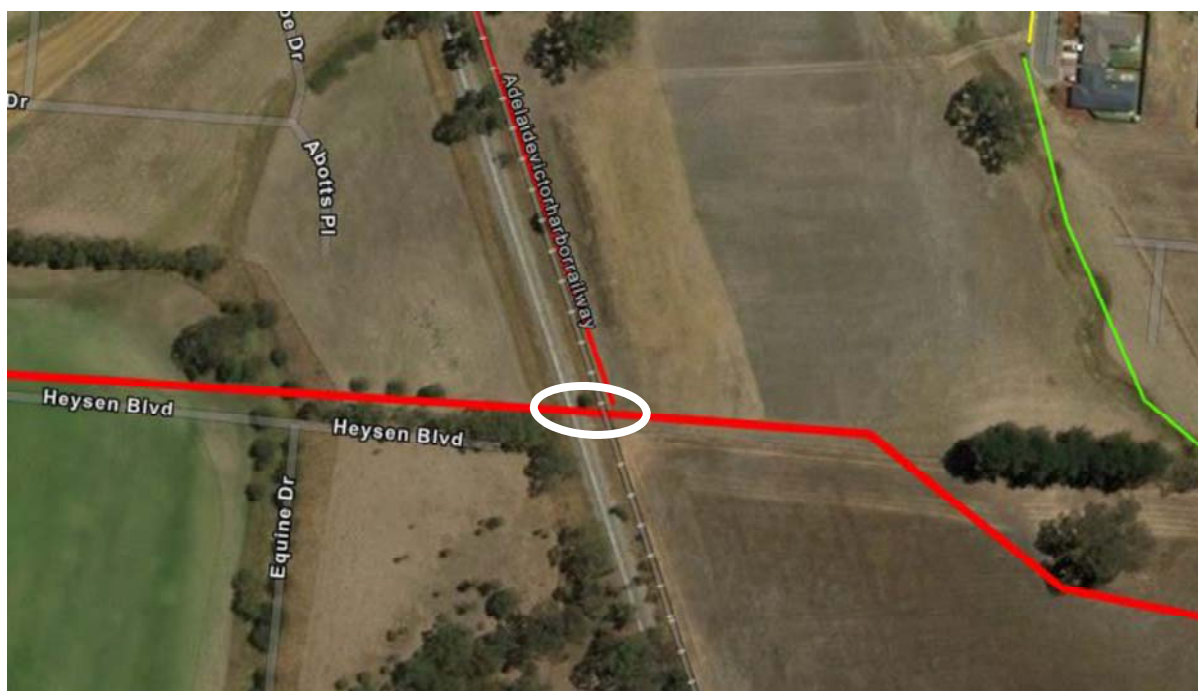
Dumas Street near the library, Mount Barker

A crossing is required on this busy road:



Heysen Boulevard at the rail line, Mount Barker

A crossing is required at the future rail crossing:



Sims Road at Murray Avenue, Mount Barker

A crossing is required on this busy road:



Old Princes Highway at The Glebe, Littlehampton

A crossing at the Legg Court Walkway is required:



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Balhannah Road at Main Street, Hahndorf

A crossing is required on this busy road:



Main Street, Nairne, near Lower Nixon Street

A crossing is required on this busy road:



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