



MOUNT BARKER
DISTRICT COUNCIL

Active Transport Action Plan

Endorsed by Council 8th October 2024



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Introduction

A high quality network of footpaths, shared paths, bicycle lanes and trails is key to enabling a greater proportion of local, and some longer distance trips, to be undertaken by active transport. Encouraging increased levels of active transport through improved infrastructure can support reduced reliance on private motor vehicles, providing health and cost of living benefits to residents and reducing local air pollution and wider contribution to climate emissions. Moving away from a reliance on private motor vehicle use, particularly for short journeys will only be achieved by providing great cycling and walking paths with connectivity to key infrastructure and public transport services.

Council recognises that the linkages need to extend between the trails network and the local bicycle routes in Mount Barker and other townships and these are to be further planned and designed for a safe and connected cycling network to encourage more active transport.

Council has endorsed the **Transport Lead Strategy** which establishes the overarching principles for transport planning and traffic management throughout the Mount Barker District in the coming years.

Six core themes are outlined in the Lead Strategy namely:

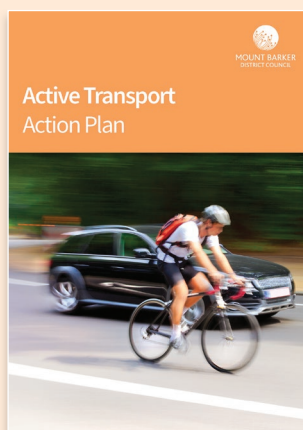
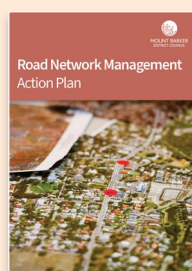
- Road Network Management
- **Active Transport**
- Road Safety
- Parking
- Public Transport and
- Technology and Innovation.

The combined suite of these six themes, together with the Lead Strategy and a consolidated action plan, make up the complete Integrated Transport Plan.



Transport Lead Strategy

Endorsed by Council
5 September 2022

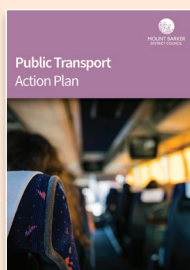
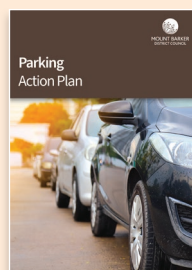


Summary Actions & Implementation Plan

Timings
Estimated costs
Criticality/priority

To be determined following community engagement

This document details Council's commitment to **Active Transport**.



What We Have Heard

The following provides a summary of the key issues that were identified for active transport from the stakeholder workshops that were held in March 2024.

- Development of a properly connected network of footpaths and off road path connections and routes for pedestrians and cyclists across the district, with a suggested initial focus on schools, access to Mount Barker town centre and other township mainstreets and to support community connections, tourism (including wine regions) and economic development
- Better connection between existing off-road trail links and crossings and improved connectivity of trails through the development and implementation of a trails plan
- Improved and direct links between Mount Barker, other towns in the district and other towns in the Adelaide Hills, with Littlehampton to Totness, Mount Barker to Hahndorf and a connection to the Amy Gillett trail identified as priorities
- Need for improved crossing provision at key locations throughout the district, with wombat crossings at key connections/crossings seen as the preferred crossing format
- Improved approach needed to ensure good active transport infrastructure is provided in new sub-divisions including more comprehensive footpaths, links through reserves and connectivity / integration within and between new development land divisions and the existing areas of Mount Barker
- Need to better accommodate cyclists on road with separated bicycle lanes or sealed shoulder and edge line treatments on rural roads to support cycling between townships where off road routes are not available
- Need for improved education and engagement around the benefits derived from active travel (health, cost of living, economic, congestion, air quality etc.)
- Provision of end of trip facilities at local destinations (e.g. library) and at other locations that would encourage local cycling trips including shops, schools, reserves and recreation facilities
- New and improved lighting and other amenity provision (water, seating, bike parking) on footpaths, shared paths and trails
- Consider the future requirements for the expected increase in e-scooter activity with the anticipated legalisation of private e-scooters and the opportunities for e-scooter hire
- Plan for future increased use of e-bikes, including hire opportunities, considering provision for park-n-charge locations and cargo bikes, including assessment of path width requirements and parking spaces for cargo bikes
- The need to accommodate mobility scooters on our path networks.

Vision and Strategic Directions

Council has a vision to develop and improve the integrated bicycle and pedestrian networks. These networks need to cater for an increasingly diverse range of active and micro-mobility transport solutions from traditional pedestrian and bicycle movements through to mobility scooters, e-bikes, cargo bikes, e-scooters and non-powered scooters. These mobility options provide for a range of trip purposes and distances from and through urban areas and public spaces.

The key directions for Active Transport are:

- Walking and cycling are the first choice for short trips
- Residents are provided with coherent, attractive, safe and high quality walking and cycling connections for local trips
- The walking and cycling networks should include safe crossing points across roads for connections to core services
- The available network should enable the community to adopt active transport (cycling/walking) as a viable alternative to the car for a wide variety of trips within the district, both locally and intra-town, through provision of appropriate infrastructure and supporting encouragement programs
- On collector road and sub arterial roads in the district, Council will aim where possible to incorporate bicycle lanes as part of new and upgraded roads
- Council will work with other authorities and the private sector to ensure that appropriate bicycle parking and other supporting end of trip facilities for all forms of active transport are available at destinations
- Development of key recreational routes to support tourism into and within the district
- Provision of maps and wayfinding signage to assist with route planning and en-route navigation.

Open Space Lead Strategy and Trails Plan

Council is currently reviewing its Open Space Strategy which will set a framework to also review the existing Mount Barker, Littlehampton and Nairne Trails Plan (2011).

The lead Open Space Strategy provides key goals and objectives around open space that will ensure an equitable distribution of recreation, sports, trails, and open space across the Mount Barker District in alignment with the principles and priorities within the MBDC Community Plan. The strategy is due for completion in 2024.

This strategy will guide the development of three action plans, Open Space, Trails and Sport and Recreation. The Trails Action Plan will set hierarchy and priorities for the development and or upgrade of the off road trail network. This will be a key component in strengthening active transport for the district.





Current Situation

Overview

Population and Growth

- We have a current District population of 44,772
- The forecast 2046 district population is 64,838, an increase of 44.82% (from 2024 to 2046)
- The greatest rate of change was seen in the last year, in which the population grew at a rate of 4.49%.

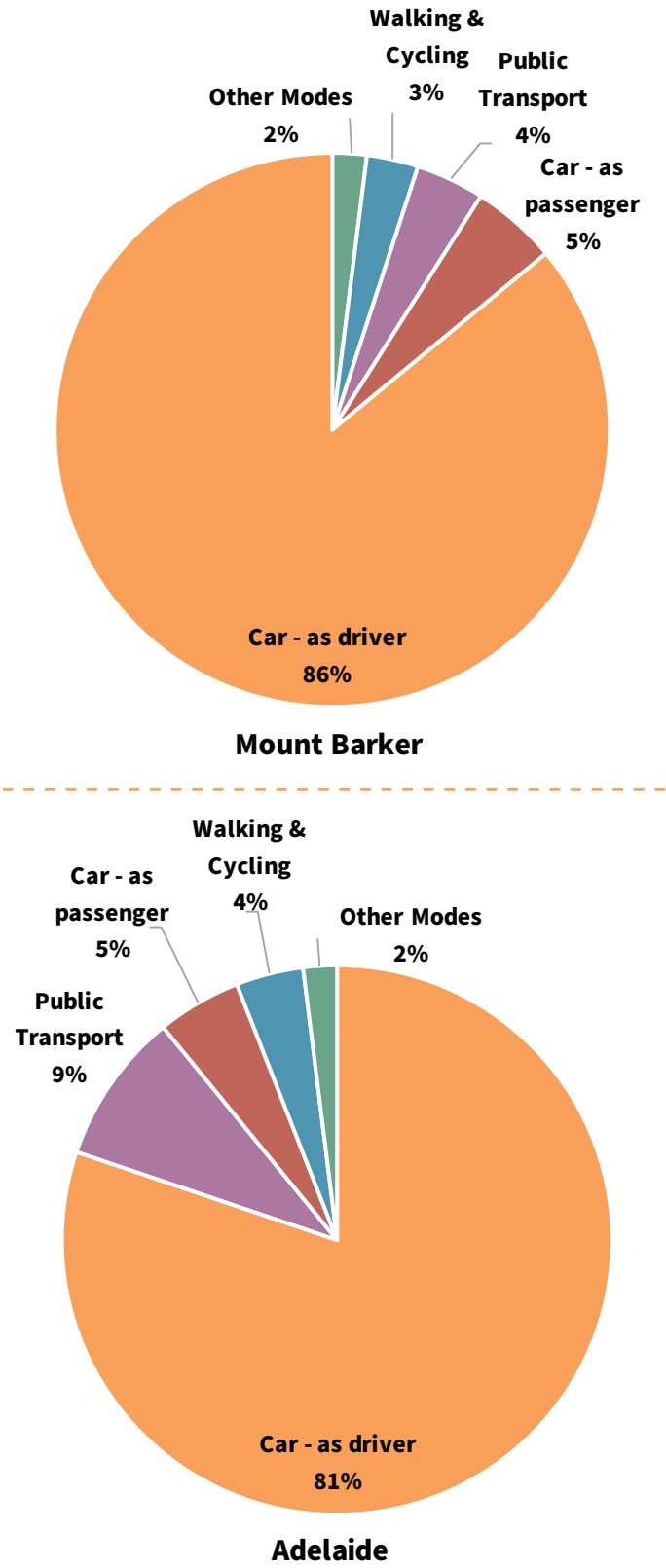
Unsurprisingly, growth in the district is dominated by the Mount Barker growth area, which is set to grow from 7,561 to 23,954 by 2046. This growth is fairly steady across the next 22 years but noticeably slowing as the growth areas develop and fill out.

The outer part of the district (excluding Mount Barker, Littlehampton and Nairne), is growing at a rate of approximately 0.5% per year. To give some context to all of this, Plan SA projects a population for the State of 2.25 million by 2046 at an average annual growth rate of 1% per annum.

Continuing with the current high levels of car based travel within the district and in particular the Mount Barker urban area, can be expected to contribute to significant levels of traffic congestion, residential amenity impacts, poor road safety outcomes and increases in local air pollution.

There is currently very little available data on walking and activity within the district. Key mode share statistics about walking and cycling and the different types of walking and cycling activity within the district are therefore difficult to determine. Census data does provide some information on travel to work and a comparison of the mode share of commuter work trips in Mount Barker and Greater Adelaide are shown in Figure 1.

The census data shows that Mount Barker is more car dependent for work-based travel than Greater Adelaide with fewer public transport trips. The levels of active transport commuting are broadly similar at 3 and 4%.



Current Situation

Continued

Walking

The existing footpaths in the developed areas of Mount Barker, Hahndorf, Littlehampton and Nairne are shown on the next page. It shows a reasonable provision of footpaths exist within the main district townships, not all of the footpaths will be constructed in an all-weather material (asphalt, concrete, brick pavers), with many likely to be gravel and rubble.

There are noticeable areas within Mount Barker (between Hurling Drive and Alexandrina Road for example) where many established residential streets that are little more than 1 kilometre from the town centre have no footpaths at all. Whilst much of the growth area is shown with footpaths, many streets have only one footpath, resulting in circuitous walking routes, unnecessary road crossings, walking on unmade verges or within the road, all of which significantly reduce the safety, amenity and connectivity for walking trips to local facilities.

The need for adequate footpath networks has also been identified in each of the various Township Plans prepared for communities throughout the District.



Walking	2016	2021
Mount Barker	1.9%	1.9%
Adelaide	4.7%	2.2%

Recognising the limitations of the current footpath network in Mount Barker and other towns, Council has an \$11million, 10 year investment strategy to provide new footpaths across the district. This has been identified through the use of footpath construction assessment, basing the provision of new footpaths on the following five weighted criteria:

- Significantly enhances public safety (30%)
- Provides linkage with other paths to create a network (20%)
- Provides access to widely used public facilities (20%)
- Close proximity to pedestrian generating facilities (20%)
- High Visual Impact – Urban Image (10%)

Council’s new footpath program is also supported by an ongoing renewal program, which includes a budget of \$650,000 for the year 2023/2024. This program supports the renewal of many of the gravel and rubble footpaths to sealed all-weather footpaths in asphalt or concrete, which provide significantly more amenity for pedestrians with mobility issues, those using wheeled mobility aids and for use by cyclists who are not confident to ride on the local roads.

Critical to the connectivity of the footpath network is the provision of safe crossing points at road intersections, particularly where traffic volumes and speeds are high and there are sight distance limitations. These locations have also been highlighted in the various Township Plans. The lack of safe crossing points is likely to deter many people from making local walking trips due to the safety concerns and delays from having to cross roads with no crossing assistance.



Current Situation

Continued

Cycling

The existing local bicycle network in the urban areas of Mount Barker is shown on the next page. The majority of the defined network is provided in the form of shared off-road paths. Some of the completed sections of Heysen Boulevard are provided with on-road bike lanes and off-road shared use paths, although there remain missing connections within the completed sections of the road and completion of the whole road corridor is still anticipated in the short term.

The only additional infrastructure outside Mount Barker are a few short sections of off-road shared path in Nairne. There are very few formal cycle facilities in townships outside of Mount Barker or connections between townships.



Cycling	2016	2021
Mount Barker	0.2%	0.2%
Adelaide	1.1%	1.0%

Overall the existing bicycle network provides three sections of reasonably well connected shared use paths along the rail corridor and two creek corridors. However, beyond this the network is typically very disjointed and even much of the more recent infrastructure in the growth areas has poor integration between the on-road and off-road routes and missing bicycle connections through recently constructed intersections.

Connections between most of the townships for cycling are generally on-road with little or no infrastructure. This includes the proximate townships of Mount Barker, Littlehampton, Nairne, Totness and Hahndorf, where distances in some cases are easily covered by bicycle. Plans for a cycling connection between Mount Barker and Hahndorf, away from the Freeway and Mount Barker Road are however being progressed.

A number of long-distance trails pass through or close to Mount Barker District Council. Ensuring the adequate maintenance and signage for the routes within Council’s area is an important function as use of the long-distance trails provides visitors into the area. Facilitating connections in conjunction with the adjoining Councils to routes that are close to Mount Barker can similarly assist in encouraging visitors into the area or residents to access sections of the long-distance trails. The local trails include the following:

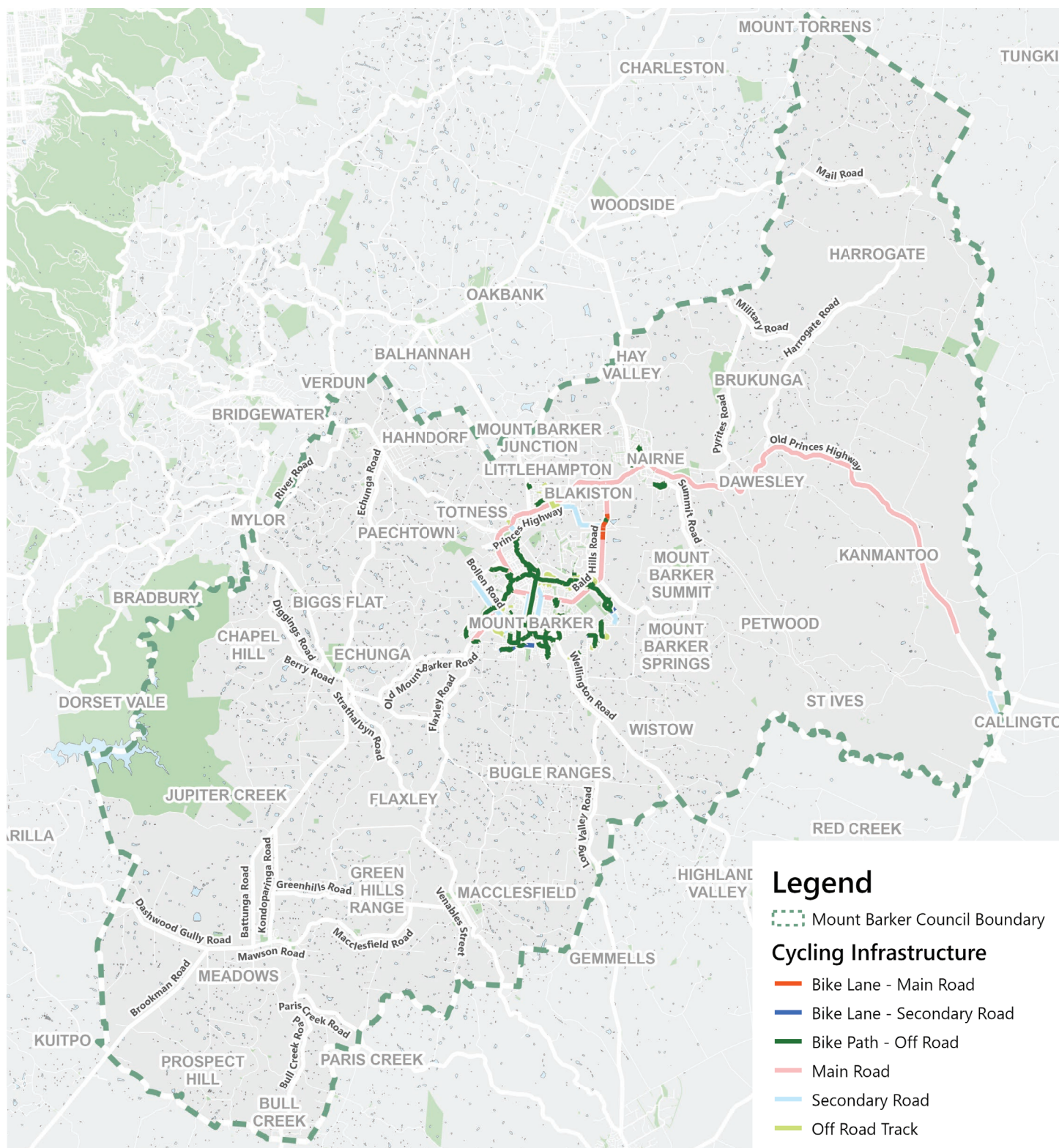
- Yurrebilla Trail
- Kidman Trail
- Heysen Trail
- Pioneer Women’s Trail
- Lavender Federation Trail
- Great Australian Wine trail.

The Great Australian Wine Trail is to be Australia’s first multi-day signature wine and culinary cycling experience, traversing South Australia’s heritage towns and distinctive landscapes. While this project is still some time away from development, and only has a small section in the Mount Barker district, it could be thought of as a potential tourism opportunity for the future.

Connecting already well recognised and established cycling trails, the Trail will provide visitors the opportunity to immerse themselves in the regions’ stunning cultural, wine and tourism landscapes. The Trail will generate new investment in agri-tourism, accommodation, and services, creating local employment opportunities.

Current Situation

Continued



Key Issues for Active Transport

The existing active transport networks in much of Mount Barker do not currently provide a connected and safe network for pedestrians, cyclists or users of other mobility devices. Whilst some of this remains from the older areas of Mount Barker, the development of active transport infrastructure in the growth areas is somewhat piecemeal and disjointed as a result of adherence to policy principles and car-oriented road design standards, with no consideration of the practical application of the design for use by pedestrians and cyclists. There are numerous examples of single sided footpaths forcing pedestrians to unnecessarily cross roads multiple times to walk on a sealed footpath and lack of ramp connections from terminating on-road bicycles lanes to adjoining and continuing shared use paths that would enable cyclists to avoid riding through intersections.

Walking

The gaps in the walking network, which discourage usage, are:

- Large areas of older Mount Barker that have no footpath provision, despite being walkable distances to the town centre, high school and other facilities
- Lack of footpaths alongside sections of the major roads that provide the most direct walking routes to key destinations, notably Wellington Road near the hospital, Flaxley Road near the high school and sections of Bald Hills Road and Springs Road where significant development is taking place
- New growth areas that only have footpaths on one-side with no consideration to the practicality of the pedestrian routes
- Limited opportunities to safely cross busy roads
- Unnecessary road crossings to be able to use a sealed footpath, which is a particular deterrent for those with prams, mobility scooters, wheelchairs and young children on bicycles
- Lack of continuous footpath in many townships within the District.

The aerial image of the subdivision streets shows the typical disjointed footpath connections in the growth areas. As a result of the limited footpath provision, pedestrians and wheeled mobility users from the north side of Clarence Street wishing to access the south side of Byron Street, a route that should not require any road crossings, are forced to make five road crossings in order to use a sealed footpath.



Key Issues for Active Transport Continued

Cycling

The cycling network is similarly disconnected with no infrastructure in many of the older parts of Mount Barker or townships and the new infrastructure designed with no consideration of opportunities to integrate parts of the network or use of evolving best practice designs to improve cyclist safety at intersections. The gaps in the bicycle network, which discourage usage, are:

- Lack of any separated bicycle infrastructure from vehicles or pedestrians
- Poor integration and connection between on-road and off-road infrastructure
- Poor integration and connection between the urban shared use paths and the trails network
- Limited on-road bicycle infrastructure providing direct routes to major destinations
- Lack of wayfinding and directional signage
- Lack of crossing provision across major road corridors
- Lack of safe cyclist provision at intersections, particularly at the roundabouts in the growth areas.

Other sustainable transport

Mount Barker has limited opportunities for the use of other mobility devices, such as wheelchairs, gophers and mobility scooters. People who need to use these types of wheeled devices to assist with their general mobility are restricted to short distances in the town centre or near retirement villages, due to the poor connectivity of the footpath network.

The popularity of other devices is increasing, including e-bikes, e-scooters and the renaissance of traditional scooters, that need to either share the footpaths and shared use paths or the roadway for all or part of their trips. Mount Barker has not been part of any of the trials of rental e-scooters. However, the anticipated legalisation of the use of private e-scooters in South Australia, which are increasingly popular, will require Council to consider the suitability of the infrastructure that is available.

Increasing use of e-bikes and a growth in the use of cargo bikes presents further challenges for shared path routes. The additional speed of e-bikes makes them less appropriate to use on shared use paths and some cargo bikes and bike trailers are significantly wider than a traditional bike, creating width constraints where shared use paths are 2 metres or less in width.

This section of the Heyesen Boulevard shows where the bicycle lane terminates requiring cyclists into the path of vehicles just as the road narrows for the roundabout. A simple ramp connection could have been provided for cyclists to move onto the adjoining and ongoing shared path, thereby avoiding the risk of conflict at the roundabout.



Key Issues for Active Transport Continued

Road Crossings

Only a limited number of formal road crossings exist for pedestrians outside Mount Barker and Hahndorf town centres. Within Mount Barker, there are pedestrian activated crossings on Wellington Road outside Mount Barker High School and on Wellington and Alexandrina Roads where the shared use path adjacent the rail line crosses the roads. However, along the Adelaide Road and Flaxley Road corridor there are no priority crossings south of Gawler Street despite the extensive reserves on the western side of the corridor and the High School immediately east of Flaxley Road. Within Hahndorf there are two wombat crossings and a pedestrian activated crossing within around 900 metres along the mainstreet. However, even this provision does not adequately accommodate the multitude of crossing locations that a street of this nature generates.

The limitations of safe crossing provision will inevitably deter many potential cycling and walking trips due to concerns of crossing roads. The upgrading of median and refuge crossings and the provision of additional crossings on busier local streets with local destinations should be investigated as a priority in the action plan.

Road Safety

The road safety considerations for active transport are closely linked to the provision of infrastructure and crossings. The majority of pedestrian and cyclist injury and fatality crashes have been recorded in the Mount Barker, Littlehampton, Totness area, with 8 out of 10 cyclist injury crashes and 6 out of 10 pedestrian injury and fatality crashes within this area. Additionally, a number of property damage only crashes were reported involving cyclists and pedestrians. There are no significant clusters of injury crashes although two of the pedestrian injuries occurred on Hahndorf Main Street and two pedestrian and one cyclist injury crash occurred on the section of Wellington Road between Victoria Road and Sims Road.

The key issues for active transport are summarised in the following table.



Key Issues for Active Transport Continued

Type of Issue	Issue
Strategic planning	The walking and cycling strategy is out-of-date with the urban growth since 2009.
Footpath policy and planning	The policy for the installation of footpaths in the urban developed areas is out-of-date, resulting in the creation of disjointed and poorly connected networks, and needs to be reviewed.
Mobility policy	Council does not have suitable policies for the provision of infrastructure and use of wider mobility devices including gophers, e-scooters, e-bikes, cargo bikes and non-powered scooters.
Cycling infrastructure policy	Council does not have an identified policy for the format and installation of cycling infrastructure as part of development in the urban areas .
Network planning	Lack of integration between the urban bicycle network and the trails network.
Route planning	The initiative for the Great Australian Wine Trail requires a collaborative approach to obtain funding.
Walking and cycling network planning	Council does not have action plans with costed and prioritised infrastructure projects for improving the connectivity and quality of the walking and cycling networks.
Concept planning and design	Council does not have a hierarchy of walking and cycling routes and infrastructure linked to design outcomes based on the identified hierarchy.
Concept planning and design	Council is not following best practice cycling design and is missing key opportunities to better integrate the cycling infrastructure.
Cycling end-of-trip facilities	End-of-trip facilities are limited and/or difficult to access at key destinations in Mount Barker District.
Route and network management	Insufficient safe and prioritised crossing locations to assist with walking and cycling connectivity across a wider network.
Route and network management	Poor maintenance condition and connectivity of the existing footpath network and bicycle routes and paths. Lack of capacity to accommodate increased levels of use or alternative bike and mobility formats (e-bikes, cargo bikes, bike trailers, e-scooters).
Route and network management	Walking and cycling wayfinding signage is limited and inconsistently applied in Mount Barker District.
Travel behaviour change	Data collection to measure walking and cycling usage is limited. This is needed for evidence-based network and connectivity planning.
Travel behaviour change	Schools in Mount Barker District do not promote more walking and cycling for local trips to reduce the demand for Kiss and Drop activity.
Travel behaviour change	Council does not have integrated walking and cycling network information and maps.

Best Practice and Opportunities

Many jurisdictions within Australia have developed walking and cycling strategies and plans. These strategies and plans recognise that the provision of high-quality active transport infrastructure is key to achieving increased levels of active transport, with the climate emissions, local air pollution, health and obesity, cost of living and local economic benefits that can be achieved.

The strategies and plans provide a wide range of information and guidance on the location, format and design of infrastructure, supporting activities to encourage increased levels of active transport and best practice case studies and outcomes.



Queensland Walking Strategies
(Department of Transport and Main Roads)
(tmr.qld.gov.au)

Walking

The Queensland Department of Transport and Main Road (TMR) developed The Queensland Walking Strategy 2019-2029 which sets the direction to make walking an easy choice for everyone, every day over the next 10 years. It was developed with 4 priority areas:

1. Planning for walkable communities and places
2. Building connected, comfortable and safe walking environments for all
3. Encouraging more people to walk as part of their 'everyday'
4. Working together to deliver for walking.

The strategy includes the preparation of a 2-year action plan and report on the state of walking in Queensland. The action plan is updated every 2 years and the current Action Plan for Walking 2022-2024 builds on the progress made through the delivery of 44 actions under the first action plan. The Walking in Queensland Reports share key data on walking in Queensland and reports on progress under the 4 objectives of the Queensland Walking Strategy 2019-2029. Every 2 years, TMR will publish a new 2-year action plan and a new report on the state of walking in Queensland to monitor progress towards achieving the vision to make walking an easy choice for everyone, every day.



Best Practice and Opportunities Continued

Cycling

The Queensland Cycling Strategy 2017-2027 sets the strategic direction for cycling in Queensland over a 10-year period. The strategy identifies 5 priorities to achieve the Queensland Government's vision for 'more cycling, more often':

- building and connecting infrastructure to grow participation.
- encouraging more people to ride.
- sharing our roads and public spaces.
- powering the economy.
- using research and data in decision making.

The strategy includes a 2-year action plan and report on the state of cycling in Queensland. Each of these documents has now been issued twice, documenting the progress on the delivery of 129 actions identified through the first two action plans. The most recent report from 2022 identified the progress made since 2019.

The Western Australian Bicycle Network Plan Cycling Strategy has a vision to make Western Australia (WA) a place where cycling is safe, connected, convenient and a widely accepted form of transport. The WA Government has a target to achieve increased levels of cycling, improve cycling infrastructure and reduce serious cyclist injuries. The objectives are to:

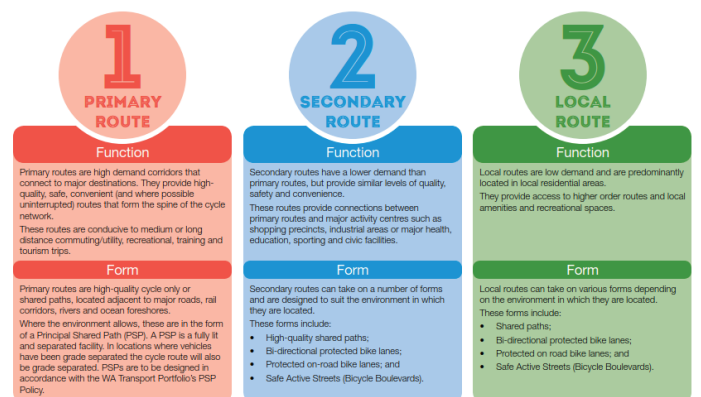
- Build evidence and demonstrate the benefits of cycling for the community;
- Encourage cycling to build active and healthy communities;
- Provide a high-quality, interconnected bicycle network;
- Improve the level of safety for people cycling; and
- Build and enhance relationships with advocacy groups and relevant stakeholders

It includes a cycling network hierarchy that defines the types of cycling routes as shown here.

Queensland Cycling Strategy
(Department of Transport and Main Roads)
(tmr.qld.gov.au)



Western Australian Bicycle Network Plan
(Department of Transport)
(transport.wa.gov.au)



COMPLEMENTARY NETWORK

While not all areas will include Tourist Trails and Training Routes, they play an important part in the overall network. These routes are typically used by smaller and more select user groups for recreational purposes.

TRAINING ROUTE Function Training routes are designated routes for training, sports or recreational cyclists to undertake long distance rides in on-road environments.	TOURIST TRAIL Function Tourist trails provide long distance, off-road (unsealed) riding experiences through natural settings, away from motorised traffic. They often support recreational and tourism trips between regions.
Form Training routes are normally located on rural or semi-rural roads on the outskirts of cities and towns. These routes support cyclists undertaking challenging longer distance rides by raising awareness and encouraging safe behaviour by all road users. This is achieved through advisory signage, warning technology and other road safety initiatives.	Form Trails are typically located within underutilised transport and service corridors in rural areas. Due to their relatively gentle gradients, former railways make excellent candidates for trails. Purpose built trails may be constructed to connect existing corridors. Trails should be constructed from well drained, compacted gravel with supporting infrastructure such as way finding signage. They can be sealed when they run through towns, busy road crossings or in special circumstances.

Action Plan

The Action plan for management of the Road Network is provided in the following table. The Prioritisation was determined following community engagement and was accurate at the time of Council endorsement. A Consolidated List of Actions has been prepared reflecting the prioritisation, and this separate document will be updated on an annual basis.

Action	Proposed Initiative	Council's Role	Priority
Existing Network, Crossings and Missing Links			
AT-1	Working with local cycling / walking groups, investigate and implement connections between existing sections of linear parks and shared use paths	Provider	Short Y1
AT-2	As input to the development of an urban and trails bike strategy and plan, conduct an audit of existing bicycle routes and paths in Mount Barker District. Include Crime Prevention Through Environmental Design (CPTED) considerations as part of this review	Provider	Short Y2
AT-3	Review all existing formal crossing locations within Mount Barker District and potential crossing locations with crash records, route connections and network integration opportunities and develop a prioritised list for crossing upgrade or implementation	Provider, Advocacy	Short Y3
Integrated Cycling and Walking Plan – Longer Term Planning and Implementation			
AT-4	Building upon the proposed review of Council's off-road Trails Plan, develop an integrated urban bicycle routes and trails strategy and network plan, with identified implementation priorities for each of the townships within Mount Barker District	Provider	Short Y3
AT-5	Building upon the proposed review of Council's off-road Trails Plan, develop an integrated walking strategy for the urban areas and trail connections with identified implementation priorities across the Mount Barker District	Provider	Medium
AT-6	Building upon the proposed review of Council's off-road Trails Plan, develop and implement connectivity plans for pedestrian and bicycle routes between the closely located towns of Mount Barker, Littlehampton, Totness, Nairne and Hahndorf	Provider, Advocacy	Medium
AT-7	Develop a hierarchy plan for the provision of bicycle and walking routes within the Council area based on assessment of road criteria, bicycle and pedestrian demand, connection to local destinations and the suitable width, type of treatment, crossing provision and signage	Provider	Short Y1
AT-8	As part of developing the bicycle network plans seek, to implement separated facilities on key corridors for the safety of pedestrians, cyclists and vehicles. Priority corridors suggested are Laratinga trail (high volumes of pedestrians and cyclists) and Flaxley Road/Adelaide Road in conjunction with DIT	Provider, Advocacy	Short Y1
AT-9	Identify route upgrades to improve the walking connectivity to existing and future local bus stops and walking and cycling connectivity to public transport interchanges	Provider, Facilitator	Medium
AT-10	Develop guidelines for the walking and cycling routes and infrastructure that will be used to develop the walking and cycling network plans. This includes the design formats for paths, trails and crossings	Provider	Short Y1

Action Plan Continued

Action	Proposed Initiative	Council's Role	Priority
Land Use Development			
AT-11	Review Council's policy on footpath provision in existing developed areas and residential growth subdivisions to increase the number of streets with two footpaths and ensure local network connectivity is assessed as part of determining footpath provision. Target the provision of dual footpaths in all streets, unless a single footpath does not inhibit connectivity	Provider	Short Y2
AT-12	Develop a plan for the location and installation of end-of-trip facilities including bicycle racks, secure bicycle parking at key destinations and mainstreets in Mount Barker District, and encourage similar provision at privately-managed and owned destinations and workplaces	Provider, Stakeholder, Advocate	Short Y3
Tourism			
AT-13	Liaise with Tourism SA to develop a promotional campaign to encourage cycling tourism to and within Mount Barker District	Advocacy	Short Y3
AT-14	Liaise with other Councils to develop and implement the Great Australian Wine Trail (Clare Valley, Barossa, Adelaide Hills, Onkaparinga)	Provider, Stakeholder	Long
AT-15	Prepare annual walking and cycling action plans with costed initiatives for delivery of the network plans based on the implementation priorities	Provider	Short Y3
Mapping, Wayfinding and Promotions			
AT-16	Prepare a Council-wide integrated walking and cycling map (online and in PDF formats) and promotional campaign to encourage more walking and cycling in Mount Barker District	Provider	Short Y3
AT-17	Develop and implement a walking and cycling wayfinding signage strategy for the Mount Barker District that includes bicycle routes, trails and paths to key destinations based on the route hierarchies	Provider	Medium
AT-18	Develop a program to improve infrastructure and encourage more walking and cycling to the local schools in Mount Barker District	Provider, Advocacy	Short Y3
AT-19	Develop a plan to collect usage data to monitor the level of walking and cycling activity at key locations and along key routes in Mount Barker through a variety of permanent and regular surveys	Provider	Medium
Policy Development			
AT-20	Develop a policy that considers the infrastructure provision for and use of all micro-mobility devices in Mount Barker. This should include wheelchairs, gophers/mobility scooters, e-scooters, e-bikes, cargo bikes, bike trailers and scooters	Provider	Short Y3
AT-21	Review/develop a policy for managing clear access along footpaths (addressing vehicles parked over footpaths, advertising signs, outdoor dining blocking footpaths, path closures for events/ maintenance and signage of alternative routes)	Provider	Short Y3

Council role definitions

- Provider** Council directly provides infrastructure including the construction of local roads, footpaths and trails.
- Facilitator** Council facilitates the provision of the required actions by others. e.g. provision of footpath to a bus stop.
- Stakeholder** Council provides information or assistance in the development of a project e.g. desirable active transport links for Adelaide Road interchange upgrade.
- Advocacy** Council advocates on behalf of the community for the actions that are required. e.g. public transport.

Contact

Mount Barker District Council

Local Government Centre
Mount Barker Homemaker Centre
6 Dutton Road, Mount Barker SA 5251

9am-5pm Monday-Friday
(excluding public holidays)

Postal

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MOUNT BARKER
DISTRICT COUNCIL