

District Council of Streaky Bay

# Strategic Bicycle Plan





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## Strategic Bicycle Plan

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# 1 Introduction

Tonkin Consulting has been engaged by the District Council of Streaky Bay to develop a strategic bicycle plan to encourage more cycling within the township of Streaky Bay and the immediate surrounds.

The preparation of this plan has been based on community and visitor surveys of the extent and nature of cycling including the identification of common cycling routes. The plan has regard to cycling land use generators (eg school and caravan park), as well as factors that inhibit cycling (as perceived by the community).

Site observations have been undertaken to review existing cycling infrastructure (and its compliance with relevant standards), and to assess the feasibility of new bike lanes and paths.

The plan has been prepared with regard to the concurrent development of a Strategic Master Plan for Streaky Bay. The draft plan was presented to the community as part of consultation undertaken for the preparation of the Master Plan in February 2010. Feedback received through this consultation has also been used to refine this plan.

The draft plan has also been reviewed by key stakeholders including DTEI, the Office of Cycling and Walking, and Council's Bicycle Steering Committee (including representation from SAPOL and the Streaky Bay School).

This final report provides a number of recommendations that will support and promote cycling in Streaky Bay. Many of the recommendations can be undertaken as part of other planned works, rather than as 'stand alone' recommendations for cycling.

## 2 Cycling in Streaky Bay – Current Status

### 2.1 Overview

Streaky Bay is an attractive rural township on the Eyre Peninsula that provides important services to the local community and business district. The population of the township is estimated to be around 1,500 permanent residents. The demographics of the township (as represented by the whole Council District) include a high percentage of children under 14 years of age (21%). The percentage of residents over 65 years (13.5%) is slightly less than the State average (15.1%).

Main features of the town as they relate to cycling include :

- A strong tourism sector with many families visiting Streaky Bay during school holidays and alike
- An area wide primary and high school, with many children riding their bikes to/from school
- Magnificent coastal scenery that is readily accessible on bike, particularly along an existing shared path
- Relatively low traffic volumes throughout the town making cycling reasonably safe and accessible

Council has developed a Strategic Management Plan for the period 2009-2012. Relevant aspects of the Plan include :

#### Vision Statement

The District will be widely recognised for its quality lifestyle, pristine rural and coastal environment and expanding economic base.

#### Mission Statement

Council is committed to:

- Responsibly managing the natural and built environment and maintaining the highly valued character of the district
- Facilitating economic prosperity, sustainable growth and employment throughout the district
- Nurturing a sense of community amongst residents and enhancing their quality of life by actions that support their health and safety and through the provision of social and recreational opportunities
- Providing leadership and ensuring efficient and effective management of its resources
- Working collaboratively with other governments and other bodies.

## Key Result Area : Infrastructure And Other Assets

Goal: Well managed, appropriate stock of assets that meets the community's affordable service needs and preferences. Prepare Infrastructure Master Plans that incorporate the following elements:

- Road and Transport network needs
- Pedestrian and Cyclist linkages

The development of the Strategic Bicycle Plan is therefore integral to Council's overarching Management Plan and Vision for the future.

## 2.2 Existing Cycling Infrastructure

Existing cycling infrastructure within Streaky Bay provides a basis for development, although the existing paths and on road lanes are fragmented and do not provide a complete connection between facilities. The following plan shows the extent of existing cycle paths / lanes.

### Existing Cycle Network





### Moores' Boat Ramp Coastal Shared Path

An off road path has been developed by Council and extends from Wells Street (adjacent the caravan park) to approximately 200m south of Moore's Boat Ramp, a distance of almost 5 km. The path is 2.5m wide and follows the coast line providing exceptional views of the cliff line, bay and township. While the path is in reasonable condition there is a lack of user facilities along the route such as seats/shelters, tourist information and distance markers. Either end of the path has poor connectivity with the surrounding road network. The northern end in particular simply "peters out" into the main road.



Northern end of shared path.  
No signage or connectivity to main road



Typical view of shared path



Southern end of shared path. Note the lack of information/directional/distance signage.

### Montgomerie Terrace School Bike Lane

A bike lane has been marked along the southern side of Montgomerie Terrace between East Terrace and Fleming Terrace, connecting into the off road path leading to the school. The path is not signposted appropriately and only provides for cycling towards the school (westbound). A similar lane is not marked for eastbound movements away from the school. The lane lacks continuity across the intersection with Bay Road. At this location the lane simply starts / ends with no other facilities to aid cyclists crossing the intersection. Parking occurs within the bike lane opposite the child care centre, while a protuberance has been built within the lane adjacent Linklater Street and the bowling greens.



Typical view of bike lane along  
Montgomerie Tce



End of Bike lane approaching Bay Road



Kerb protuberance adjacent bowling greens



### Bay Road Bike Lanes (Park Avenue – Montgomerie Terrace)

A bike lane has been marked on the western side (only) of Bay Road between Park Avenue and Montgomerie Terrace. The lane is not signposted and simply starts / ends between the respective intersections.



Start of bike lane north of Park Ave



End of bike lane approaching Montgomerie St

### School Off Road Path

There is an off road shared path that connects Fleming Terrace and Montgomerie Terrace to the rear of the school oval and bicycle storage area. The path is in relatively poor condition and should be widened and resurfaced. Poor drainage at the connection with Montgomerie Terrace causes gravel to wash over the path area.



Connection to Montgomerie Terrace (note gravel wash over path)



Typical view of off road path condition

### Cycle Racks

Only a small number of bicycle racks are provided within the town as part of the main street upgrading completed in recent years. Additional racks should be provided at key locations around the business centre.



## 2.3 Who Rides Bikes in Streaky Bay – Community Consultation

Through discussion with the Streaky Bay Bicycle Committee there are three main cycling groups in the township.

- Youth : school travel and social / recreational riding
- Tourism : visitors travelling within the town for facilities and recreationally (particularly along the coast)
- Recreational : residents riding for social / pleasure / fitness

While some people ride to/from employment within the township this is not a primary market group at present, although represents an opportunity to promote. Three separate questionnaires were circulated within the community. The first was distributed during the October 2009 school holidays to visitors at the Caravan Park and Tourist Information Centre. The second was distributed directly to school students later in Term 4 (2009), while the third was a community wide questionnaire publicised through Council's bi-weekly newsletter and on line web site.

The following comments summarise the collective responses. This snap shot of cyclists in Streaky Bay reveals a diverse range of ages and genders, from young school children to mature men and women. Note that the numbers within each table do not necessarily sum to the same total, as respondents did not always answer each question.

### Number of Responses Received

|                 |    |
|-----------------|----|
| Visitors        | 8  |
| School Students | 6  |
| Community       | 18 |

### Age of Respondents

|          |   |
|----------|---|
| Under 12 | 3 |
| 12 to 26 | 9 |
| 26 to 40 | 7 |
| 41 to 60 | 8 |
| Over 60  | 5 |

### Gender

|        |    |
|--------|----|
| Male   | 14 |
| Female | 18 |

School Students and the Community were also asked how often they ride a bike and where they usually ride. Most respondents indicated that they ride a bike at least once or a few times a week.

#### How Often Do You Ride ?

|                  |    |
|------------------|----|
| Rarely           | 2  |
| Once a month     | 1  |
| Once a week      | 6  |
| Few times a week | 10 |
| Every day        | 3  |

#### Where are you Riding ?

|          |    |
|----------|----|
| School   | 11 |
| Shopping | 7  |
| Sports   | 3  |
| Work     | 3  |
| Friends  | 9  |
| Jetty    | 6  |
| Beach    | 6  |

A number of respondents also commented that they ride for fitness and recreation, and cited using the boat ramp shared path as a common route.

All of the surveys asked respondents to rate the quality of information/directional signage for cyclists, the availability of bike racks and lock up areas, and the provision of off road paths.

#### How would you rate : Directional and Information Signage for Cyclists ?

|           |    |
|-----------|----|
| Very Good | 4  |
| OK        | 12 |
| Poor      | 12 |

#### How would you rate : Bike Racks and Lock-Up Areas ?

|           |    |
|-----------|----|
| Very Good | 4  |
| OK        | 14 |
| Poor      | 13 |

#### How would you rate : Off Road Paths ?

|           |    |
|-----------|----|
| Very Good | 2  |
| OK        | 17 |
| Poor      | 12 |

Many of the additional comments made by respondents supported the desire for additional designated paths, on road bike lanes, tourist information, and supporting cycling infrastructure particularly bike racks in the shopping and business precinct.

| Comment  | Number of Reponses |
|--|--------------------|
| More distance markers  | 1                  |
| Need for bike lanes  | 2                  |
| More bike paths / designated tracks  | 9                  |
| Better map for cyclists  | 1                  |
| Improved signage   | 2                  |
| Free bikes for hire  | 2                  |
| More Jumps (for BMX Riders)  | 1                  |
| Drinking taps  | 2                  |
| Training for students and drivers to share the road                        | 1                  |
| Improve skate park   | 1                  |
| Bike track to Back Beach   | 2                  |
| Bike track to Eyres Water Hole, Perlubie Beach                             | 3                  |
| Better street lighting on main roads                                       | 1                  |
| More bike racks (near shops and jetty precinct)                            | 5                  |
| Bike paths along Poochera Road or Lincoln Highway                          | 1                  |
| Cycle track to Cape Bauer, Back Beach and Little Islands                   | 6                  |
| Students don't use path in Montgomerie                                     | 1                  |
| Bike tracks to Ceduna and Elliston   | 2                  |
| Mountain bike event for January Mardi Gras along Cape Bauer Loop           | 1                  |
| Continue coastal path around Hospital, Flinders and Redlyn                 | 1                  |
| More room for bikes on Lincoln Highway                                     | 1                  |
| Continue path around bay in front of hospital and Elm Haven to Slidy Beach | 1                  |

### 3 Cycling in Streaky Bay – Opportunities

There is great potential to increase the convenience and attractiveness of cycling within and around Streaky Bay. The development of a cycling network within the township should have regard to current and future demands and the potential for residential and business growth. Council is concurrently developing an overarching Master Plan for Streaky Bay to guide future development within the township.

The following plan provides an overview of the proposed cycle network, which is specifically directed at improving the network for recreational and school based riding. All cyclists also benefit from the proposed bike lanes along major corridors on the approaches to the township.

#### Proposed Cycle Network




- Off Road Shared Path
- ..... On road – Signposted Route
- On Road Lane / Path



Plans showing the proposed cycling network have been included in Appendix A. The following suggestions should be read in conjunction with the plans.

### 3.1 Moore's Landing Boat Ramp Shared Path

The existing shared path between Wells Street and the boat ramp could be extended in both directions to form a complete coastal path around the western side of the bay between the jetty precinct and the point north of the boat ramp. The development of this path would provide Streaky Bay with a feature recreational bike route for visitors and the community. Works required to develop the path have been summarised below :

- A board walk structure should be developed to pass around the cove south of the boat ramp. The path currently ends before the Cove and there is no connection to the boat ramp or beyond.
- 
- The path could be extended north of the boat ramp to the next bay and point further north around the bay. Informal tracks already exist in this area that could be sealed / formalised to a similar standard as the existing path.
  - Additional facilities should be provided along the path including :
    - Seats / shelters
    - Tourist and directional signage
    - Distance markers
    - Fitness stations
    - Water points
  - The path should be extended around (or through) the caravan park to connect with the proposed Eyre Avenue path. We understand that Council is reviewing the layout, size and operation of the caravan park. As part of this review we recommend that consideration be given to an alignment of the shared path. The path should ideally follow the foreshore and be separate from direct interaction with caravan park activities (eg camping).
  - Associated works would include :
    - A connection between the existing path and on road bike lanes proposed along Back Beach Road and Cape Bauer Drive
    - A connection over Wells Street between the existing path and a proposed off road path through the recreation and sports precinct
    - A connection between the proposed path and Fleming Terrace

### 3.2 Eyre Avenue Shared Path

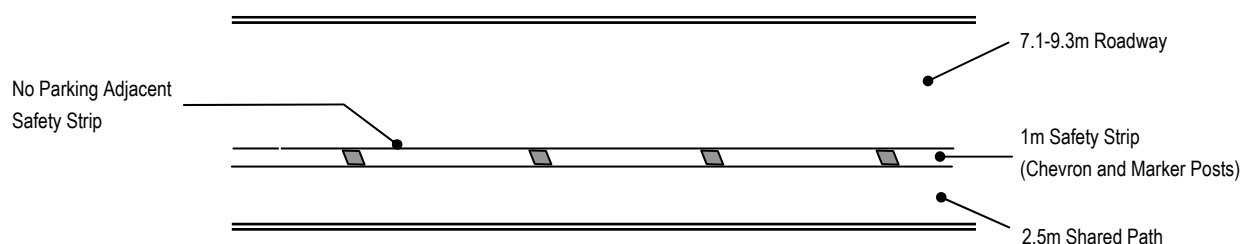
- The footpath around Eyre Avenue should be widened to 3.5m and developed as a shared path. While the alignment of the path is ideal as it meanders through the reserve area, it is too narrow (only 1.2m) for operation as a shared path. (3.5m is considered an appropriate width due to the higher pedestrian and cycling numbers that could be expected in this area).
- The Eyre Avenue footpath currently ends just before Alfred Terrace. The path could be extended along the northern side of Alfred Terrace to connect into the Jetty precinct and reserve.
- Additional facilities should be provided along the path including :
  - Seats / shelters
  - Tourist and directional signage
  - Distance markers
  - Fitness stations



### 3.3 Montgomerie Terrace Shared Path

The existing 'bike lane' along Montgomerie Terrace should be upgraded to provide a formal two-way shared path along the southern side of the road. This path will provide the backbone for east-west cycling across the township and improve cycling facilities for students at the school. The existing lane is 2.3-2.4m wide and the overall carriageway width varies between 10.6-12.8m.

A 2.5m (minimum) two-way shared path could be marked along the southern side of the road, separated from the traffic flow by a 1.0m safety strip as shown conceptually below. This would leave a 'roadway' between the safety strip and northern kerb of 7.1-9.3m which should be generally adequate for traffic flows and parking on one side of the road.



Parking would need to be prohibited along the southern side of the road adjacent the shared path. Where the parking demand requires parking on both sides of the road (eg adjacent the child care facility), localised road widening may be required, or consideration given to realigning the shared path onto the edge of Golf Course.



### Montgomerie Terrace – Schematic Concept Layout for 2-way Shared Path

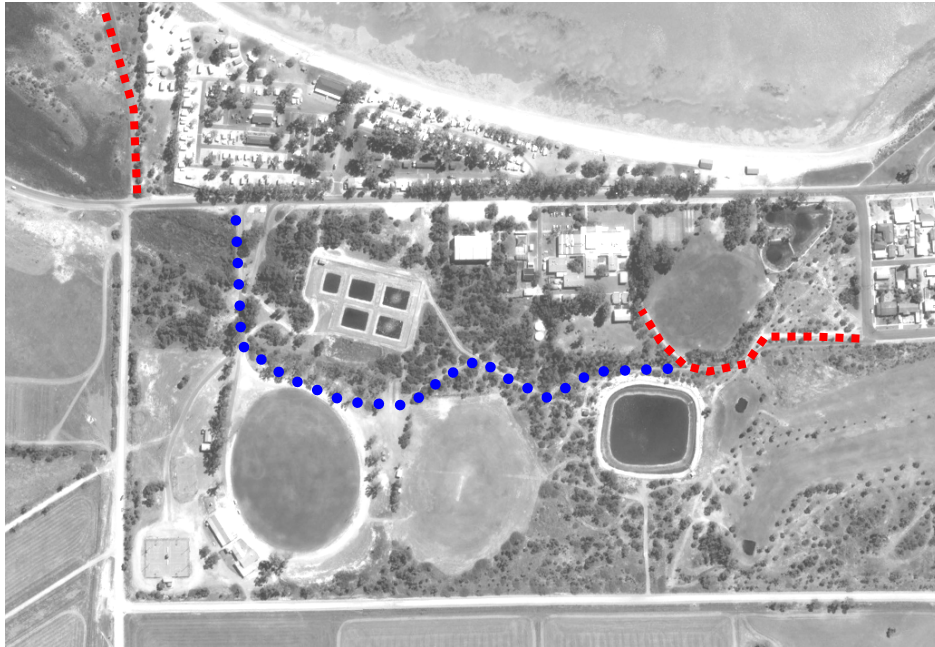


- Associated works would include :
  - Improved crossing facilities over Crawford Terrace and Flinders Highway including extension of the path to the intersection and provision of kerb ramps, hand rails and (if appropriate) a median cut-through for pedestrians and cyclists (in accordance with Austroads Standards)
  - Install regulatory signposting to formally establish the shared path in accordance with Austroads Standards
  - Additional directional signposting (noting that the path will provide connectivity to the proposed Eyre Waterhole Trail)

### 3.4 School and Recreation Precinct Shared Path

The existing path between Montgomerie Terrace and the School is in poor condition and should be resealed. The path is currently 3.0m wide which is considered adequate. Signage is required to legally establish shared path. We note that there is some scouring of the road shoulder in the vicinity of Fleming Terrace which should be addressed.

Further investigation is required to identify a preferred path alignment between the School and the Recreational Precinct. The path should ultimately provide an off road connection between the School, Recreational Precinct, Caravan Park and Moore's Landing Boat Ramp Path.



### 3.5 Wells Street – Back Beach Road – Cape Bauer Road

On road bike lanes are recommended for Wells Street – Back Beach Road – Cape Bauer Road. The provision of bike lanes along Wells Street should be considered as part of an overall Corridor Management Plan for the road that should seek to address parking and access issues associated with the caravan park and school. The Corridor Management Plan should also improve the streetscape along the roads.

Back Beach Road and Cape Bauer Road have an 8.0m carriageway seal with varying unsealed shoulder widths. Road widening to construct a 10.5m carriageway would enable the provision of 3.5m traffic lanes and 1.5m bike lanes. This would provide an on road connection between the developing residential areas and the town centre. Road widening could be undertaken as / when the road is reconstructed as part of normal asset maintenance programs.

- Associated works would include :
  - A connection between the existing coastal shared path and the proposed on road bike lanes
  - A connection over Wells Street between the coastal shared path and the proposed off road path through the recreation and sports precinct

### 3.6 Slidy Boat Ramp (and Little Islands) Shared Path

An on road or shared footpath should be established to provide connectivity to the developing residential area between Flinders Drive and the Boat Ramp. Subject to discussions with the developer, the path could be developed along Hospital Drive and Flinders Drive connecting with the proposed on road bike lanes along Flinders Highway and the signposted route along East Terrace. If a formal shared path can not be developed, the route could still be signposted as part of the overall cycling network (signposted route).

A further extension of the trail to Little Islands could ultimately realise an 'around the bay' recreational trail. Further consideration is also needed into the possible extension of the trail to Little Islands to address the environmental impact on coastal environments. While the path could be located within the wide road reserve along Little Islands Road, this route is some distance from the coast and does not provide the views / environment needed for a quality recreational trail. This is considered a long term ideal and will require further detailed investigations.

### 3.7 Eyre's Waterhole Trail

An off road recreational trail could be established along the southern side of the Flinders Highway to Eyre's Waterhole a distance of approximately 2.5km.

The trail could be constructed to a similar standard as the Moore's Boat Ramp path (2.5m wide) and meander through the road reserve verge area on the southern side of the road.



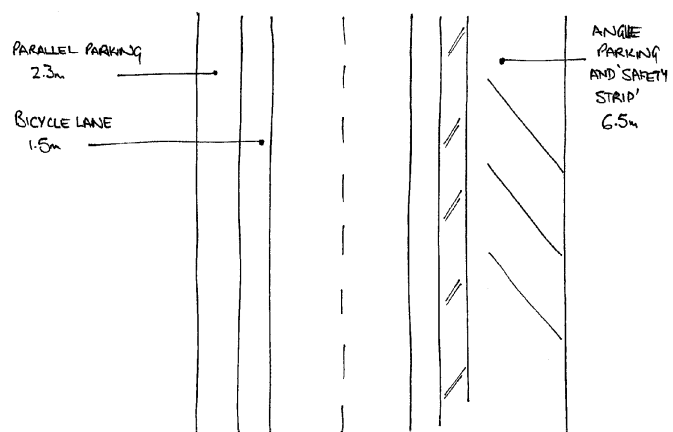
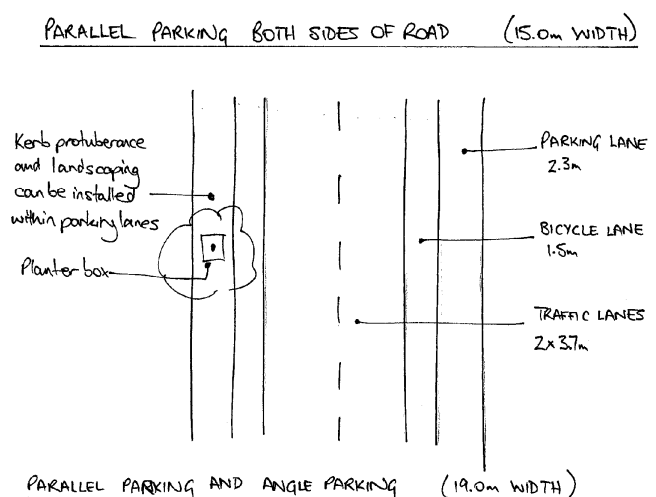
Within the Streaky Bay township the trail could be simply signposted via Park Avenue, Anderson Place and Dodgson Drive. Directional signs and bike logos on the pavement would suffice. A separate bike lane or off road path are not considered needed in this streets due to the low traffic volumes. The path would connect with the proposed paths along Crawford Terrace – Montgomerie Terrace – Fleming Terrace – Wells Street to provide connectivity with the Caravan Park, as well as bike lanes along the Flinders Highway between Park Avenue and Montgomerie Terrace for access to the town centre.

- Associated works would include :
  - The construction of a cycling connection between Park Avenue and Anderson Place as part of an overall reconstruction of this intersection with the Flinders Highway
  - The construction of a cycling link between Anderson Place and Dodgson Drive including a crossing point over Centenary Road
  - Seats / shelters
  - Tourist and directional signage
  - Distance markers
  - Water points

### 3.8 Supplementary Connections

- Construct a shared use contra-flow path along west side of Crawford Terrace between Montgomerie Terrace and Park Avenue. This could be a similar layout to that proposed along the southern side of Montgomerie Terrace.
- Construct an off road path through reserve area between Crawford Terrace and Yanerbie Road, including a crossing point over Park Avenue
- Construct a shared path on west side of Fleming Terrace connecting Montgomerie Terrace, Wells Street and proposed foreshore shared path
- The provision of bike lanes (wider sealed shoulders as a minimum) on Flinders Highway (Bay Road) between Park Avenue and Montgomerie Terrace. The design of this treatment should be undertaken as part of an overall re-design of the intersection of Flinders Highway / Park Avenue / Redding Road and Anderson Place. For example, a median strip could be installed in Flinders Highway to provide protected right turn lanes into the various side roads. This treatment would also serve to establish an entry statement to the town centre.
- Bike lanes on Alfred Terrace – Flinders Highway between Jubilee Road (bypass road) and the District Centre Precinct. While Alfred Terrace between Phillip Street and Bay Road has been reconstructed with angle parking and streetscape elements, the section of road between Phillip Street and Mudge Terrace is very wide and open. There is very little by way of street scaping or formalisation of on street parking arrangements.

The road width varies between 15.0 – 19.0 metres where angle parking is provided along the northern side of the road. Parking and bicycle lanes could be marked as shown on the opposite plans.



Between Mudge Terrace and Jubilee Road the existing carriageway will need widening to accommodate on road bike lanes. This could be undertaken as part of other traffic management works proposed for the area, including the reconfiguration of the Mudge Terrace intersection and rationalisation of the service road along the northern side of Flinders Highway.



## 4 Supportive Community Programs

The following program ideas are suggested to promote cycling to the three key market groups of school students, tourists/recreation and work based employment.

### 4.1 School Students

Bike Ed is a national bicycle education program for primary school students aged 9-13 years. The program (Way2Go) in South Australia is delivered by Bicycle SA which supplies resources such as the teaching resource kit, equipment and trained personnel to participating schools.

Accredited instructors lead students through a program covering bicycle handling skills, road rules and traffic skills. The program is aimed at :

- developing knowledge and understanding of the roads, traffic environments and appropriate road laws
- promoting physical and cognitive skills
- developing responsible behaviours, attitudes and decision-making skills for the safe use of bicycles both on and off the road.

We understand that the Streaky Bay Area School has previously participated in this program. The program is typically run without cost (with support from Bicycle SA and the State Government). Council should continue to promote and support the program for future students.

### 4.2 Tourism and Recreation

#### 4.2.1 Bike Hire Scheme

Consideration could be given to hiring bicycles (at minimal or no cost) to tourists in particular.

The Adelaide City Council has sponsored the Adelaide City Bikes free daily bike hire program for about 5 years. Adelaide City Bikes are free to hire between 9am - 4.30pm from Bicycle SA and various outlets around the city. Hire includes the use of a helmet. A current passport or drivers license must be deposited by each user at the time of hire.

While the demand for cycling with Adelaide CBD is probably higher than within Streaky Bay, there could be merit in having a bike hire scheme (perhaps through the caravan park) targeting tourists in particular. Further investigation is required to address issues of insurance / liability and maintenance. Bicycle SA provide on road maintenance to bicycles as part of the Adelaide City scheme. In the first instance it may be worthwhile undertaking user surveys to determine the demand for such a scheme, as we expect many holiday makers to bring their own bicycles.

#### 4.2.2 Marketing

As bike routes are developed around the township, particularly the Boat Ramp and Eyre's Waterhole off road tracks, these routes should be promoted within general tourist information for Streaky Bay. The various routes should be identified on maps, complemented with the directional and tourist signage improvements.

#### 4.2.3 Cycling Events

Council should develop partnerships with cycling groups (eg Bicycle SA and BISA) and identify opportunity for community based cycling events.

#### 4.3 Work Based Trips

While the opportunity to significantly increase the number of work based trips made by bicycles may be limited (in actual number), Council could support initiatives to encourage the use of bicycles for these trips.

For example, the National Ride to Work Day is an opportunity for businesses, organisations and communities to increase the numbers of people riding to work by having them register and participate in the National Ride to Work Day event.

National Ride to Work Day is a free event, it costs nothing to register and coordinators receive a free promotional kit to assist them to encourage others in their office to also participate in the event. Businesses, organisations and communities have the option of running their own event (e.g. a riders breakfast) on National Ride to Work Day (generally in October each year), or participating in an event already being held in their area.

Council should 'lead by example', by ensuring adequate end of trip facilities (including bike lock-ups, clothes lockers and shower facilities) are available for staff.



## 5 Summary of Recommendations

### 5.1 Infrastructure

| Moore's Landing Boat Ramp Shared Path  | Priority | Further Investigation Needed |
|--|----------|------------------------------|
| Develop design options for constructing an elevated board walk (or similar) to connect the existing end of path to Moore's Boat Ramp | High     | *                            |
| Construct path north of Moore's Boat Ramp to next cove.  | High     |                              |
| Provide seating / shelters / water at regular intervals along the path   | High     |                              |
| Develop and implement a signage strategy for the route (directional, tourist information and distance markers)                       | High     |                              |
| Investigate alternative alignments for continuation of shared path around the caravan park   | High     | *                            |
| Provide fitness stations along the route   | Low      |                              |
| Eyre Ave Reserve Path  | Priority | Further Investigation Needed |
| Widen the existing footpath to 3.5m and signpost accordingly as a shared path  | High     |                              |
| Extend the existing footpath from Linklater Street to the northern footpath along Alfred Terrace                                     | High     |                              |
| Signpost the northern footpath along Alfred Terrace Street (between Linklater Street and the Jetty Reserve) as a shared path         | High     |                              |

| School and Recreation Precinct   | Priority | Further Investigation Needed |
|--|----------|------------------------------|
| Reseal the existing shared path between Fleming Terrace and the school oval and install appropriate regulatory signage   | High     | *                            |
| Investigate alternative alignments for continuation of shared path to connect the school path through the recreational precinct and on to Wells Street   | Medium   | *                            |
| Montgomerie Terrace Shared Path  | Priority | Further Investigation Needed |
| Widen the existing 'lane' to 2.5m and provide a safety strip configuration as shown in Section 3.2. Signpost the path as a shared path.  | High     |                              |
| Remove the kerb protuberance within the lane opposite Linklater Street (to maintain continuity of the shared path)   | High     |                              |
| Improve drainage around the corner of Fleming Terrace and Montgomerie Street to prevent scouring of the road shoulder  | High     | *                            |
| Investigate alternative alignments of path or road widening on the southern side of Montgomerie Terrace in the vicinity of the child care centre to maintain parking on both side of the road in this area | High     | *                            |
| Develop crossing facilities over Crawford Terrace and Flinders Highway (in accordance with Austroads Standards)  | High     |                              |
| Wells Street – Cape Bauer Road   | Priority | Further Investigation Needed |
| Develop a streetscape upgrade plan for Wells Street including the provision of on road bike lanes between Bay Road and Back Beach Road   | Medium   | *                            |
| Widen Cape Bauer Road and Back Beach Road and provide on road bike lanes (this could be undertaken when the roads are next resealed)   | Low      |                              |

| Slidy Boat Ramp – Little Islands Shared Path  | Priority | Further Investigation Needed |
|---|----------|------------------------------|
| Development a shared used path along Hospital Drive and Flinders Drive between Flinders Highway and the future residential development.     | Low      | *                            |
| Consider developing a shared use recreational trail between Slidy Boat Ramp and Little Islands  | Low      | *                            |
| Crawford Terrace  | Priority | Further Investigation Needed |
| Construct a shared path along the western side of Crawford Terrace between Montgomerie Terrace and Park Avenue                              | Low      |                              |
| Construct an off road path through the reserve between Crawford Terrace and Yanerbie Road   | Low      |                              |
| Fleming Terrace   | Priority | Further Investigation Needed |
| Construct a shared path along the western side of Fleming Terrace between Montgomerie Terrace and Wells Street                              | Low      | *                            |
| Eyre's Waterhole Trail  | Priority | Further Investigation Needed |
| Develop an off road trail through the road reserve on the southern side of Flinders Highway between Dodgson Drive and Eyre's Waterhole      | Medium   | *                            |
| Signpost the recreational trail on road via Park Avenue, Anderson Place and Dodgson Drive   | Medium   |                              |
| Provide a connection between Park Avenue and Anderson Place as part of an overall reconstruction of this intersection with Flinders Highway | Medium   | *                            |

| Flinders Highway   | Priority | Further Investigation Needed |
|--|----------|------------------------------|
| Widen Flinders Highway between Jubilee Road and Mudge Terrace and provide on road bike lanes (this could be undertaken when the roads are next resealed) | Low      |                              |
| Alfred Terrace   | Priority | Further Investigation Needed |
| Mark bike lanes and parking lanes along Alfred Terrace between Mudge Terrace and the Town Centre Precinct  | Medium   |                              |
| General – Connections  | Priority | Further Investigation Needed |
| Develop a signage strategy for the various shared paths to provide additional route information (distances etc) and tourist information                  | High     | *                            |
| Provide additional bike racks within the town centre   | Medium   |                              |
| Construct road crossing connections at the following locations :   |          | *                            |
| • Cape Bauer Road (connecting to Moore's Boat Ramp Shared Path)  | High     |                              |
| • Cape Bauer Road (between Moore's Boat Ramp Shared Path and Recreational Precinct)  | Medium   |                              |
| • Wells Street (between Moore's Boat Ramp Shared Path and Fleming Terrace)   | High     |                              |
| • Centenary Road (between Dodgson Drive and Anderson Place)  | Medium   |                              |
| • Park Avenue (opposite Crawford Terrace)  | Medium   |                              |

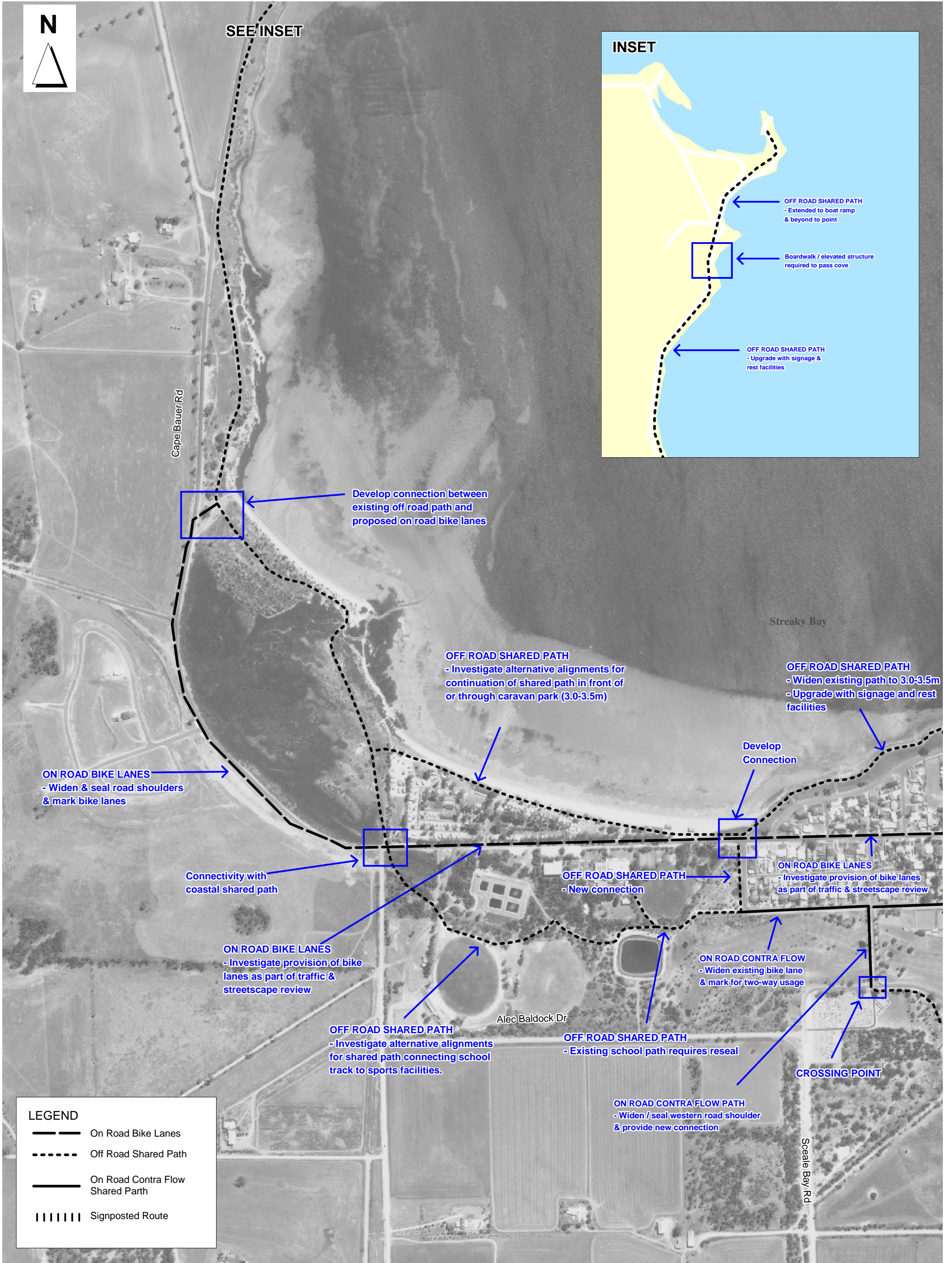
## 5.2 Programs

| School Based Programs  | Priority                            | Further Investigation Needed |
|--|-------------------------------------|------------------------------|
| Continue to support the Way2Go (Bicycle Education) program within the Streaky Bay School, by approaching Bicycle SA and scheduling the next program (in conjunction with the School) | High                                |                              |
| Tourism / Recreation Programs  | Priority                            | Further Investigation Needed |
| Prepare maps showing the various bike paths around the township  | Medium<br>(As trails are developed) |                              |
| Contact cycling groups to identify opportunities for community based cycling events  | Medium                              |                              |
| Undertake further investigation into the need for and viability of a free bike hire scheme   | Low                                 | *                            |
| Work based programs  | Priority                            | Further Investigation Needed |
| Promote and support the National Ride to Work Day program  | Medium                              |                              |

## Appendix A

### Concept Bike Network









#### OFF ROAD SHARED PATH

- Widen existing path to 3.0-3.5m
- Upgrade with signage and rest facilities

Extend path into Alfred St along northern footpath

#### District Centre Precinct

Widen road shoulders/seal & mark bike lanes

#### ON ROAD BIKE LANES

- Investigate provision of bike lanes as part of traffic & streetscape upgrade

#### ON ROAD BIKE LANES

- Investigate provision of bike lanes as part of traffic & streetscape review

ON ROAD CONTRA FLOW  
- Widen existing bike lane & mark for two-way usage

ON ROAD BIKE LANES  
- Review as part of road widening & upgrade

ON ROAD CONTRA FLOW PATH  
- Widen existing bike lane & mark for two way usage subject to width\*

Upgrade intersection & develop cycling connections

OFF ROAD SHARED PATH  
- Develop new connection

Cycling Connection

CROSSING POINT

Signposted recreation route to Eyres Waterhole

Future off road trail to Eyres Waterhole

#### LEGEND

- On Road Bike Lanes
- - - Off Road Shared Path
- On Road Contra Flow Shared Path
- ||||| Signposted Route

#### MAP DETAILS

Aerial Image: GoogleImage (c/- Masterplan)  
Bike Lane Data: Tonkin Consulting  
Job Number: 2009.0896  
Filename: BikePlan\_East.wor  
Drawn: Simon Callaghan  
Date: 30/03/2010

0 100 200 300m

Scale: 1:6,000

**District Council of Streaky Bay**  
**Streaky Bay**  
**Strategic Bicycle Plan**  
**Concept Bike Network**