

TRAILS AND CYCLING 2016-21

STRATEGIC MANAGEMENT PLAN

APPROVED BY COUNCIL ON 6 JUNE 2017



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HOW TO USE

The Trails and Cycling Strategic Management Plan provides direction ensuring an integrated connected network across the city. It reflects the City of Onkaparinga's placemaking, economic development, transport and healthy active lifestyles objectives as well as demand and growth areas. The hierarchy and principles have guided the trails and cycling maps and will continue to influence future development.

ROLE OF THE TRAILS AND CYCLING STRATEGIC MANAGEMENT PLAN

The Trails and Cycling Strategic Management Plan is a major review of the Recreational Trails Network Strategy (RTNS) 2007-2012.

The Trails and Cycling Strategic Management Plan sets the principles, planning and direction for future provision, development and maintenance of the trails and cycling network. It includes the following key sections:

Trails and cycling hierarchy

Defines the trail and cycling hierarchy and identifies three key levels of service for each type of experience depending on the primary function, places and destinations, duration of visit and catchment size.

Trails and cycling planning principles

- Provides high level direction to ensure the provision and experience of the trails and cycling network reflects its service levels and key function in accordance with the hierarchy.
- Provides direction in the development of the trails and cycling network.
- Ensures an equitable distribution of quality trails,

cycling experiences and opportunities across the city.

The Plan will be used by:

- policy planners preparing development plan reviews and development plan amendments pursuant to the requirements of the *Development Act 1993*
- development assessment planners and engineers during negotiations with land division applicants
- asset planners as a framework to guide:
 - development and/or upgrade of roads
 - development and/or upgrade of trails and cycling infrastructure and where appropriate, land acquisitions.

The Plan will also form the basis for initiating partnerships with:

- government agencies such as the Department of Planning Transport and Infrastructure, Department of Environment, Water and Natural Resources, Office for Recreation and Sport, SA Tourism Commission, Department of Health Services and other councils
- the private sector, such as businesses and developers

- community and interest groups (eg. 'Friends of' and peak user groups).

Implementation of the Trails and Cycling Strategic Management Plan will be undertaken via three key mechanisms:

Trails and cycling maps

The trails and cycling maps apply the hierarchy and planning principles to the network thereby illustrating future development(s).

Council budget process

The budget process provides an endorsed process for scoring and prioritising projects identified in the Trails and Cycling Strategic Management Plan.

External funding

External funding opportunities will be explored as this will assist to reduce the delivery timeframes associated with the Trails and Cycling Strategic Management Plan. External opportunities may include grants and/or partnership and will be considered on a case by case basis.

INTRODUCTION

The city's trails and cycling network provides a diverse and unique blend of accessible land, air and water based experiences. The City of Onkaparinga trails and cycling network reflects our environment and the experiences sought by users and will continue to provide for the following in response to demand:

- recreational cycling
- training and fitness cycling
- commuter cycling
- mountain bike riding
- horse riding
- hiking
- rock climbing
- recreational walking
- commuter walking
- kayaking and canoeing
- scuba and snorkelling.

In 2017 the City of Onkaparinga provides approximately 110km of off road shared use paths with a replacement value in excess of \$12M and 149km of trails. The Trails and Cycling Strategic Management Plan has been informed by research and recognises the emerging issues outlined below. It also acknowledges the need to be sustainable and consequently

proposes significant experience based network expansion as well as cost effective construction and maintenance methods.

HIERARCHY

The hierarchy identifies three key levels of service for each type of experience depending on the primary function, places and destinations, duration of visit and catchment size. The hierarchy also guides our design, construction and maintenance programs.

Premier

Premier trails and rides have a high profile and attract visitors from beyond the City of Onkaparinga boundary for extended periods, generally over half a day but may include overnight stays. Development of targeted marketing material will expand their profile to a national audience and increase both visitor numbers and duration.

Premier trails and cycling rides attract large numbers of activity-specific visitors each year. An example is the Coast to Vines Rail Trail that records over 63,000 cycling passes annually.

Premier trails and rides will cater to tourists who are unfamiliar with the area and have the ability to host major events such as the Tour Down Under.

Premier trails and rides will be designed, constructed and maintained to a higher standard when compared to cross-city and/or local trails and rides. They are also likely to have their own

separate marketing identity and supporting dedicated marketing and management plans to guide desired marketing and promotion outcomes. They may use a wide range of promotional tools, both print and online, and incorporate easily accessible and understandable trail heads, totem and markers for way finding. Premier trails and rides will be closely monitored to provide an ongoing understanding of use, particularly during key events including regular data collection, analysis and reporting.

- The Trails and Cycling Strategic Management Plan considers the following trails and rides as premier. Consequently, if the trail or ride is not listed below, it is considered cross-city or local:
- The Coast to Vines Rail Trail
- Patrick Jonker Veloway
- Coast Park
- Willunga Hill and segments of the Tour Down Under Stage 5 route
- Heysen Trail
- Kidman Trail
- Coastal Canoe Trail
- Port Noarlunga Underwater Trail.

Cross-city


Cross-city trails and cycling rides attract people from across the City of Onkaparinga and are accessible from the local network. Management plans may be prepared for identified cross-city trails and cycling rides and data collection will be undertaken at key locations annually to understand demand and use. Cross-city trails and cycling rides may incorporate wayfind and information signage such as trail head signs, totem and markers. Cross-city trails and rides such as Christie Creek Trail will be fit for purpose, but utilise more cost effective construction materials and methods when compared to premier trails and rides.

Cross-city trails and cycling rides:

- provide for commuter movements within the City of Onkaparinga
- connect to regional/district centres, employment centres and other large pedestrian generators
- provide accessible destinations and experiences for the City of Onkaparinga residents.

Local

Local trails and cycling rides provide connections across a suburb. They provide recreation and transport opportunities to



walk or cycle to local destinations and places and are easily accessible to all residents in urban and township areas.

The local network incorporates the footpath and the local road network and provision is guided by the footpath service standards, the Street Design Guidelines and Activity Centres Service Standards. Local way finding will be in the form of street and roadside signs in addition to markers where required to service particular user groups accessing specific trip generators.



	PREMIER	CROSS CITY	LOCAL
Urban Pedestrian & Cycling	<ul style="list-style-type: none"> Patrick Jonker Veloway¹ The Coast to Vines Rail Trail² Coast Park² 	<ul style="list-style-type: none"> BikeDirect network³ Shared Use Path connections such as Christie Creek Trail, Sturt River Linear Trail, Pedlar Creek trail 	<ul style="list-style-type: none"> Local footpath and the local road network. This may include sections of the BikeDirect network
On Road Recreation	<ul style="list-style-type: none"> Willunga Hill and segments of the Tour Down Under Stage 5 route Patrick Jonker Veloway¹ The Coast to Vines Rail Trail² 	<ul style="list-style-type: none"> Linking and loop rides outlined in the respective map not identified as Premier 	<ul style="list-style-type: none"> Local road network. This may include sections of the BikeDirect network
Trails	<ul style="list-style-type: none"> Heysen Trail Kidman Trail The Coast to Vines Rail Trail² Coast Park² 	<ul style="list-style-type: none"> Trails such as the Tom Roberts Horse Trail and the Willunga Basin Trails Cultural and Ecotourism trails⁴ 	
Speciality	<ul style="list-style-type: none"> Coastal Canoe Trail Port Noarlunga Underwater Trail 	<ul style="list-style-type: none"> Onkaparinga River Canoe Trail 	

¹ Patrick Jonker Veloway serves several functions and is used by various segments. Consequently, it fits within more than one planning principle.

² Coast Park and the Coast to Vines Trail are multi use and permit horse riding. Consequently, they fit within more than one planning principle.

³ The BikeDirect network is a series of routes across the Adelaide metropolitan area developed by the state government with the input of councils to encourage cycling. The BikeDirect network utilises the existing road network and is supported by a series of downloadable maps available on the sa.gov.au website <https://www.sa.gov.au/topics/driving-and-transport/other-forms-of-transport/cycling/cycling-maps>

⁴ Similar to other trails outlined in the SMP, cultural and ecotourism trails classification within the hierarchy will be monitored. If demand is high then its classification maybe reviewed.

STRATEGIC CONTEXT

THE TRAILS AND CYCLING STRATEGIC MANAGEMENT PLAN ALIGNS WITH OUR HEALTHY ACTIVE LIFESTYLES STRATEGY AND STRENGTHENS OUR VIBRANT RESILIENT COMMUNITIES.

Vision

**COMMUNITY PLAN 2035
STRONG VIBRANT COMMUNITIES**

Goals

Strategies

**LIVEABLE
CONNECTED
CITY**

PLACEMAKING STRATEGY

INTEGRATED MOVEMENT AND
TRANSPORT STRATEGY

LAND USE STRATEGY

**VIBRANT
RESILIENT
COMMUNITIES**

Objective 2.1 – Healthy, active
lifestyles

HEALTHY ACTIVE LIFESTYLES
STRATEGY

COMMUNITY SAFETY STRATEGY

COMMUNITY CAPACITY AND
CULTURE STRATEGY

**PROSPEROUS
ECONOMY**

ECONOMIC GROWTH AND
INVESTMENT STRATEGY

**SUSTAINABLE
ENVIRONMENTS**

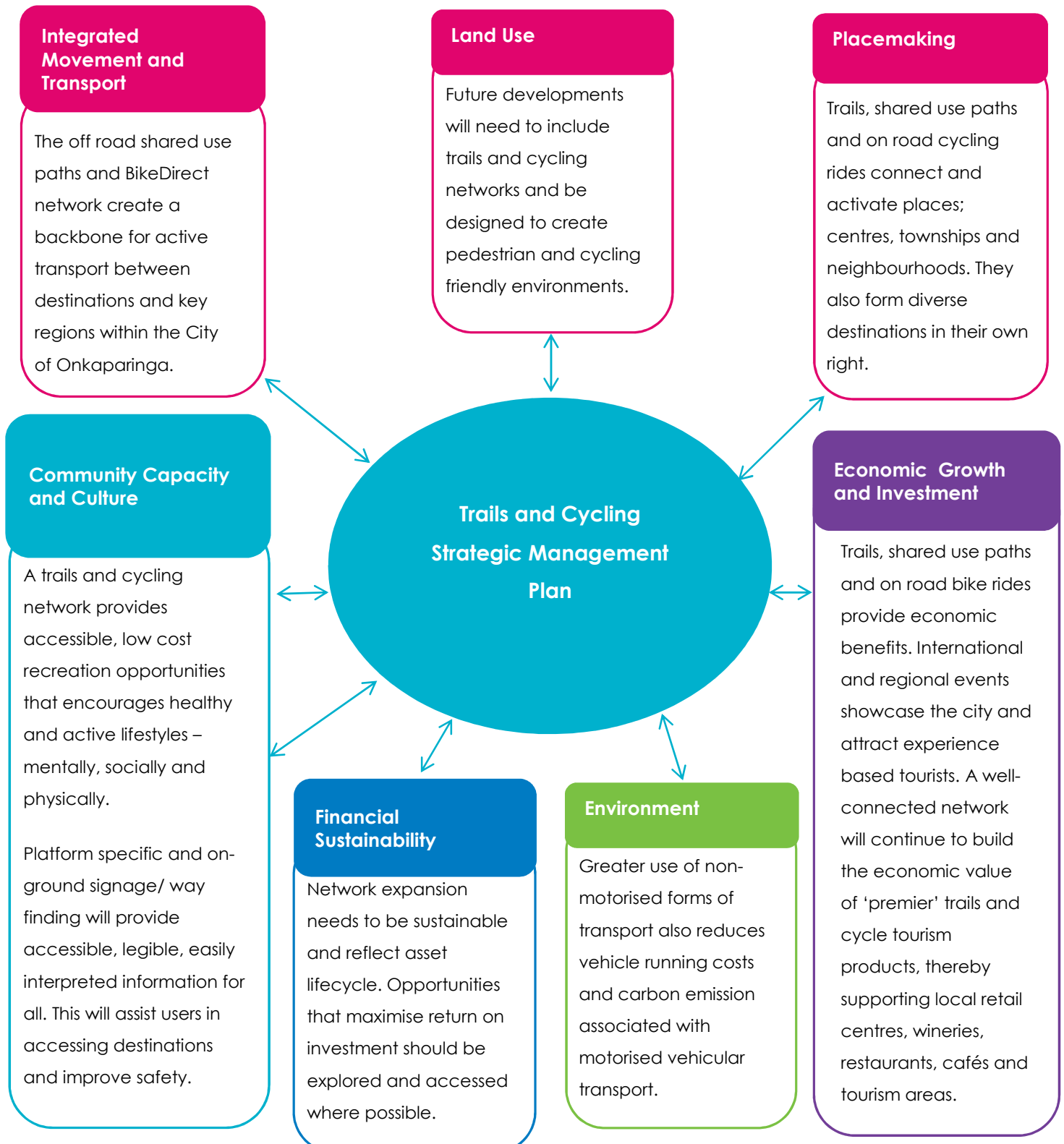
ENVIRONMENT STRATEGY

**COUNCIL OF
EXCELLENCE**

CORPORATE SERVICES
STRATEGY

FINANCIAL SUSTAINABILITY
STRATEGY

THE FOLLOWING OUTLINES THE RELATIONSHIPS OF THE TRAILS AND CYCLING STRATEGIC MANAGEMENT PLAN WITH OTHER KEY STRATEGIC DOCUMENTS AND PROCESSES FOR THE DELIVERY OF THE NETWORK THROUGHOUT THE CITY.



THE CITY OF ONKAPARINGA PROVIDES A VARIETY OF RECREATIONAL SHARED USE PATH AND TRAIL EXPERIENCES INCLUDING WALKING, HIKING, RECREATIONAL AND COMMUTER CYCLING, HORSE RIDING, MOUNTAIN-BIKING, CANOEING AND KAYAKING. OTHER LANDOWNERS ALSO PROVIDE TRAILS EXPERIENCES SUCH AS ROCK CLIMBING AND SCUBA WITHIN THE CITY OF ONKAPARINGA.

LEGISLATION

Changes to the Road Traffic (Road Rules—Ancillary and Miscellaneous Provisions) Variation Regulations 2015 which came into effect on 25 October 2015 have allowed individuals to ride on the footpath. The changes also require drivers give a minimum of 1 metre when passing a cyclist where the speed limit is 60 km/h or less or 1.5 metres where the speed limit is over 60 km/h.

POPULATION GROWTH

As illustrated in the diagram below, the City of Onkaparinga population is 173,298 currently, and is forecast to grow to 214,746 by 2036.

Key growth areas include the central rail corridor, Hackham and southern regions. The provision of a trails and cycling network and the associated service levels will play an important role in ensuring community recreation and commuter needs are met.

RECREATION AND COMMUTER CYCLING STUDY

The Recreation and Commuter Cycling Study was completed in 2016. It provides an evidence based approach to understanding the recreation (on and off road) and commuter cycling within the City of Onkaparinga. A summary of the key study findings are detailed below:

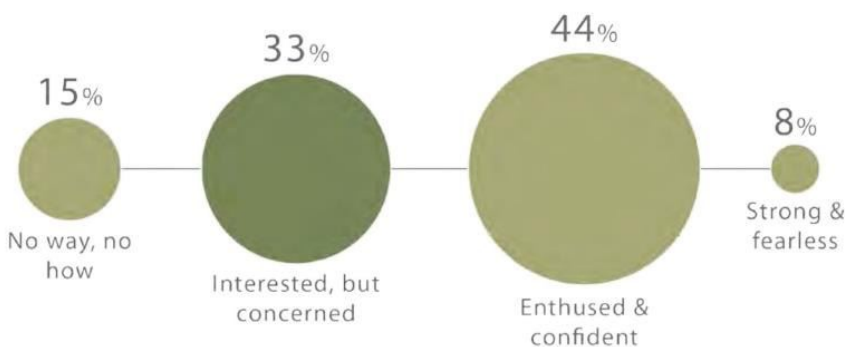
- There are two integrated service levels (on road and off-road).
- Infrastructure provision was the most significant factor to encourage non-cyclists to take-up cycling.
- There are missing links in both the on and off-road cycling networks.
- A lack in consistent cyclist way finding, information and advisory signage, as well as maps (on-ground signage and information).
- Cycling infrastructure is required on roads identified as part of the BikeDirect network or as missing links where the traffic speed and volumes exceed that which are suitable for cyclists mixed with traffic.



- There is a lack of consistent signage and/or information relating to:
 - way finding
 - path etiquette information
 - cyclist awareness signage for motorists along identified on road routes.
- Existing trail maps to be enhanced and additional tourism, sports, recreation and general maps developed across various media formats (promotional/marketing material that includes hardcopy and multi-media platforms).
- Regular data collection is required.

TARGET MARKETS

The Recreation and Commuter Cycling Study found that the 'interested, but concerned' and 'Enthusied & Confident' cohorts represent large target markets



that can be actively pursued through the development of experience based cycling products.

YOUNG PEOPLE

Cycling facilities are particularly important to young people as a form of both recreation and transport. Cycling provides a sense of independence and wellbeing. However, primary school students also represent the most vulnerable group of cyclists in relation to experience and cognitive ability.

ON ROAD CYCLING

A culture of on road cycling has emerged organically in response to the Tour Down Under and community events such as Amy's Ride. Events such as these attract international, national and local visitors to the region. Cycle count data suggest a three-fold increase in cyclist numbers within the City of Onkaparinga during the Tour Down Under. The development of

cycle tourism products that target overseas and interstate visitors and showcase local attractions and business would strategically position the City of Onkaparinga and provide a competitive advantage to local businesses.

Survey data indicates that cyclists undertake 25km, 50kms and 50km+ loops for enjoyment, recreation, fitness, health, amenity and scenery. Development of cycling products that reflect these distances and experiences would attract Adelaide based cyclists to the City of Onkaparinga as well as support local cyclists.

TRAILS

The state government's desire to connect people with nature through their People and Parks Strategy suggests that trail planning and development will increase.

Community groups have also demonstrated an interest in planning, implementation and maintenance of these types of trails.

PLANNING PRINCIPLES

OVERARCHING PRINCIPLES

The following principles apply to the Urban Cycle and Pedestrian Network, on road recreation rides and trails as they encourage healthy and active lifestyles, improve links to significant destinations and places/routes as well as support active transport.

Network improvements will:

- address areas of high demand and target areas that represent a high return on investment in relation to the number of new users
- focus on enhancing connections that provide positive and unique experiences to significant destinations and places in addition to supporting iconic routes and locations.
- support active transport through connections to:
 - major and regional networks such as the Coast to Vines Rail Trail, the Patrick Jonker Veloway and greenways
 - public transport hubs
 - retail centres
 - regional recreation facilities
 - key education
 - employment areas/facilities.
- focus on missing network gaps that disengage large communities and gaps that interrupt network flow
- support and promote events that target local, regional and interstate clientele as well as provide a range of network experiences that respond to market demand and can be packaged and promoted to specific market segments.

Where an existing trail or cycle connection has been constructed and is above the service level outlined in this Strategic Management Plan, it will be:

- maintained in accordance with the plan's hierarchy
- reviewed at the end of its useful life.

PRINCIPLES FOR PROVIDING AN URBAN CYCLE AND PEDESTRIAN NETWORK

NETWORK PLANNING AND PRIORITISATION

The Urban Cycle and Pedestrian Network targets the 33% of the City of Onkaparinga population who are considered 'Interested, but Concerned' in cycling and a component who are classified as 'Enthusied & Confident'.

In determining the scope of the network and the prioritisation of network enhancements, the following will be considered:

Premier shared use path opportunities will attract visitors from beyond the City of Onkaparinga as well as servicing regional and locals alike. These include the Coast Park and the Coast to Vines Rail Trail.

Cross-city shared use path opportunities should focus on completing east-west links and gaps in the network. Where possible, cross-city shared use paths should connect to premier shared use paths and key destinations. This will provide a high return on investment due to population densities and the variety of destinations within a 10 minute ride. Completion of these sections will also provide

- safety of cyclists, including analysis of collision data
- network patronage, informed by demand analysis and data collection
- existing BikeDirect and shared path network in addition to gaps
- the location of key pedestrian and cycling generators such as activity centres, public transport hubs and education facilities.
- seek external funding and partnership opportunities that maximise return on investment

connections to premier shared use paths that also offer a commuter function and enable extended recreational experiences depending on skill, fitness and time availability.

Extended shared use path loops that provide connections to public transport, key destinations and opportunities for recreation should also be prioritised as they deliver multiple benefits and return on investment. Shared use path infrastructure should be considered where:

- traffic speed and volumes are high
- cyclist potential is highest

- connect key east-west links to the Coast to Vines, Patrick Jonker Veloway and/or Coast Park where possible
- focus on missing network gaps that discourage large communities from using the trails and cycling network.

SHARED USE PATHS


Shared use path opportunities should continue to be provided at the premier and cross-city levels. Addressing east-west connectivity gaps and supporting movement to and from key commuter links, as well as key destinations should prioritise areas for improvement.

- they provide a connection between key locations and cyclist generators such as train stations, centres and schools
- they address 'missing links' between key elements of the network
- cyclist safety is an identified concern.

The promotion of shared use paths should be accessible, legible and easily interpreted.

LOCAL PEDESTRIAN AND CYCLE NETWORK

The provision of wider or otherwise enhanced footpath or road environments will be guided by



the footpath levels of service, specific centre or precinct planning projects, Streetscape Design Guidelines and urban renewal plans where relevant.

On road cycling infrastructure will be considered where the traffic speed and volumes exceed that suitable for mixed traffic. On road cycling facilities will be in the form of bicycle lanes, enhanced intersection design, vehicle separation, and other mechanisms that stimulate visual prompts and enhance safety.

PROVIDING CYCLING FACILITIES FOR YOUNG PEOPLE

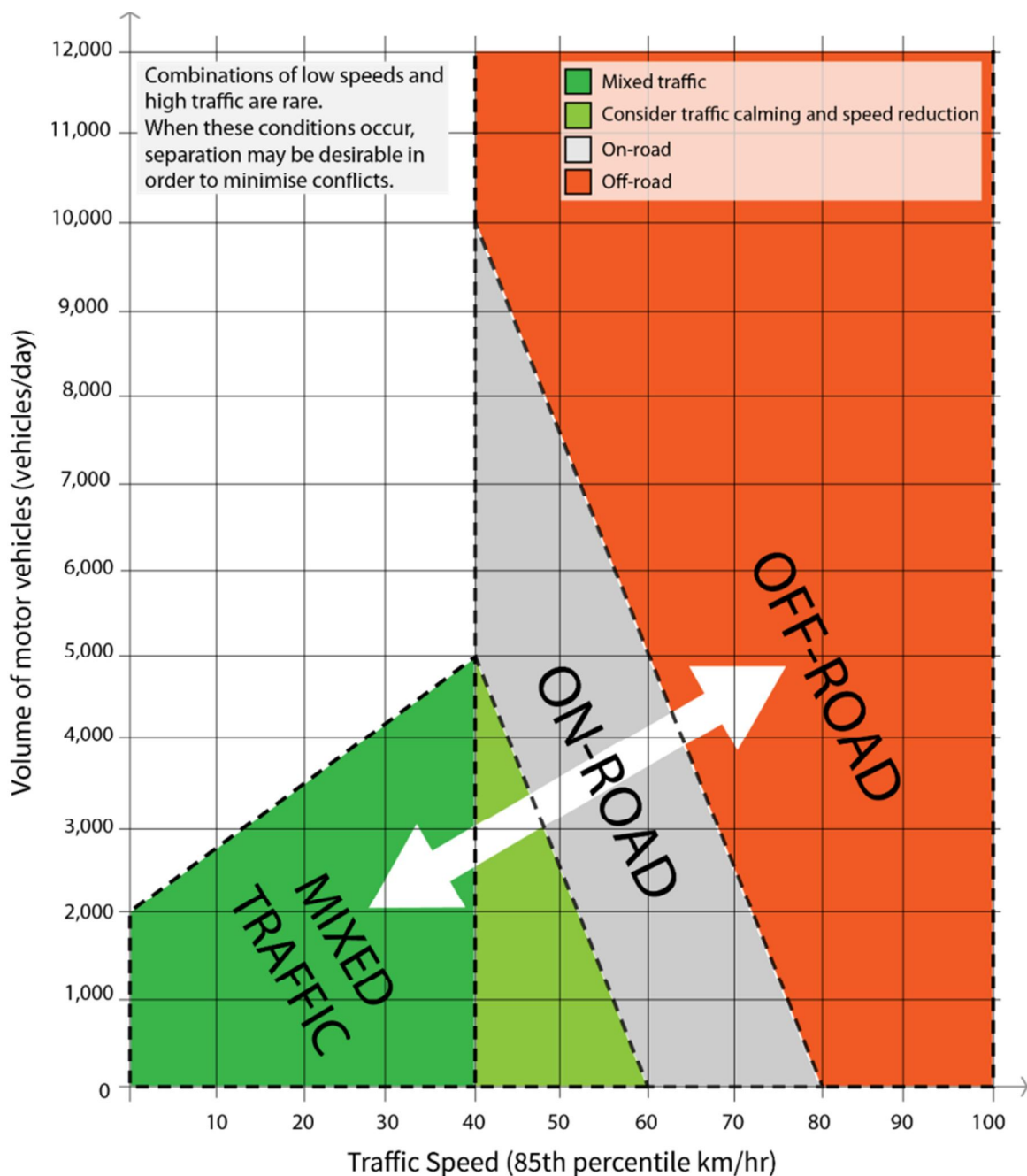
The local footpath and road network will support the majority of cycling and walking movements for primary school students.

However, additional facilities at and around primary schools may be considered where safety is a particular concern.

TRAFFIC SPEED AND VOLUME MATRIX

In determining the type of cycling facility to provide, the Traffic Speed and Volume Matrix should be used. The matrix identifies the appropriateness of a specific service level for cycling facilities based on the volume of vehicles using the road and the speed of traffic and recognises also that there may be circumstances where volume alone can influence the appropriateness of service levels.

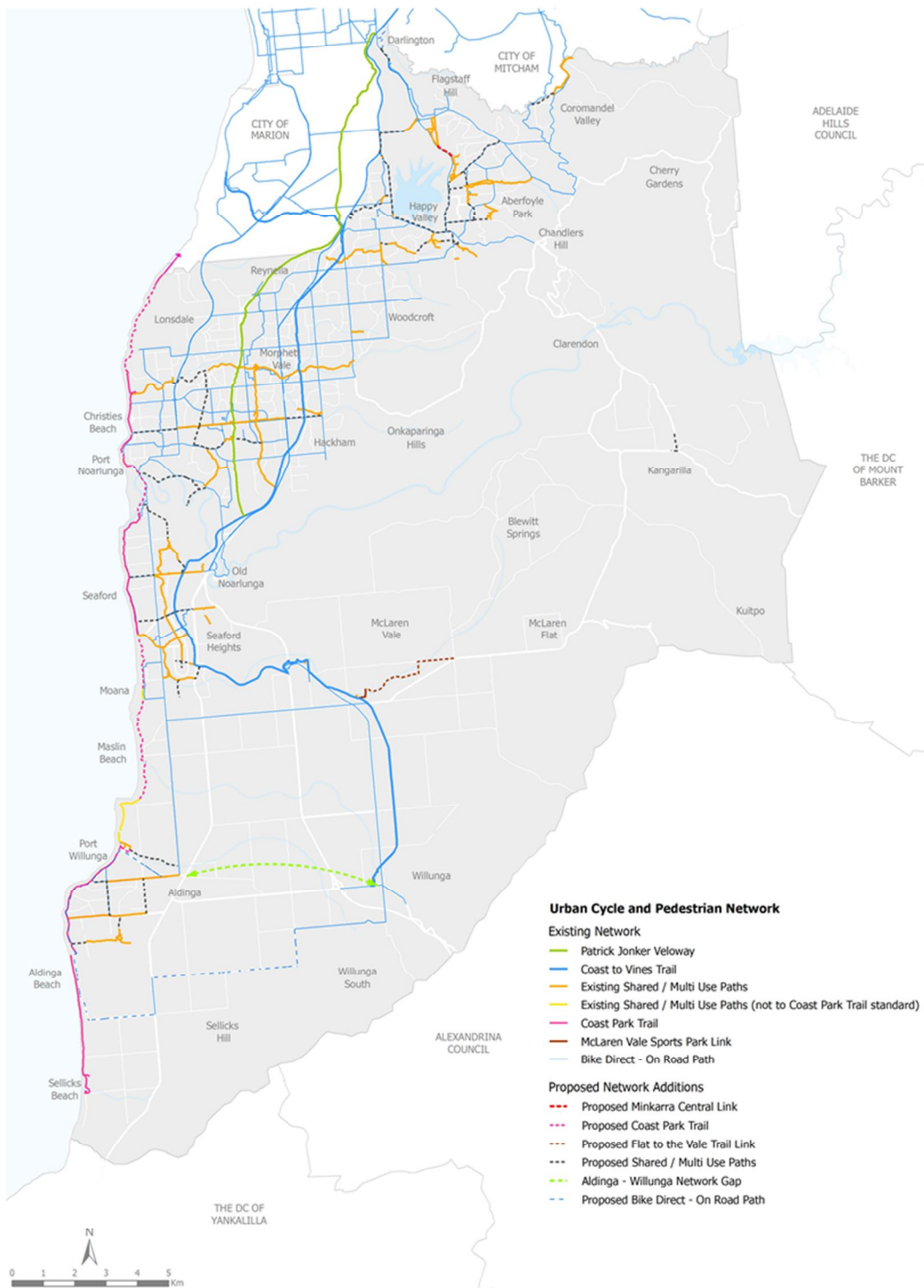
It is important to note that this methodology is applicable only to urban roads and not rural, where speeds generally exceed 80km/hr.



Note: This diagram is to be applied to urban roads and is not appropriate for rural or non-urban roads.

URBAN CYCLE AND PEDESTRIAN NETWORK MAP

The following illustrates the Urban and Pedestrian Network. It includes the 197km off-road shared use path network and 258km BikeDirect network.



PRINCIPLES FOR PROVIDING ON ROAD RECREATION CYCLING NETWORK

The On Road Recreation Cycling Network targets the 52% of the population categorised as 'Enthusied & Confident' and 'Strong & Fearless'.

PREMIER TRAINING RIDES

The Coast to Vines Trail, Patrick Jonker Veloway, Willunga Hill Climb and segments of the Tour Down Under Stage 5 are premier cycling rides that could be packaged with regional rides and local destinations to attract cycle tourists for extended stays and repeat visits.

The provision of premier rides should focus on:

- developing a marketing plan targeting international and national cycle tourism for extended stays and repeat visits
- developing and supporting cycle tourism packages that showcase the region and its attractions.

CROSS-CITY ON ROAD RIDES

Where providing for cross-city rides, focus should be on:

- developing at least five cross-city on road cycle training rides

that are informed by analysis of demand, current use rates and data

- developing at least three extended cross-city rides reflecting user experiences that link townships.

TOWNSHIP ON ROAD RIDES

The City of Onkaparinga includes several rural and semi-rural townships and cyclists travel to and between these destinations for both recreation and commuter reasons. Safe links along designated routes are therefore desirable.

The provision of cycle rides between townships will focus on:

- investigating options to use low volume roads
- identifying potential improvements to the road network such as the construction of shoulders.

ON ROAD RECREATION CYCLING SERVICE LEVELS

A detailed set of service standards will be developed for identified on road cycle rides. The levels of service will reflect the ride hierarchy including the consideration of safety and way finding, particularly in the context of rural roads, the freight industry and higher road speeds. These

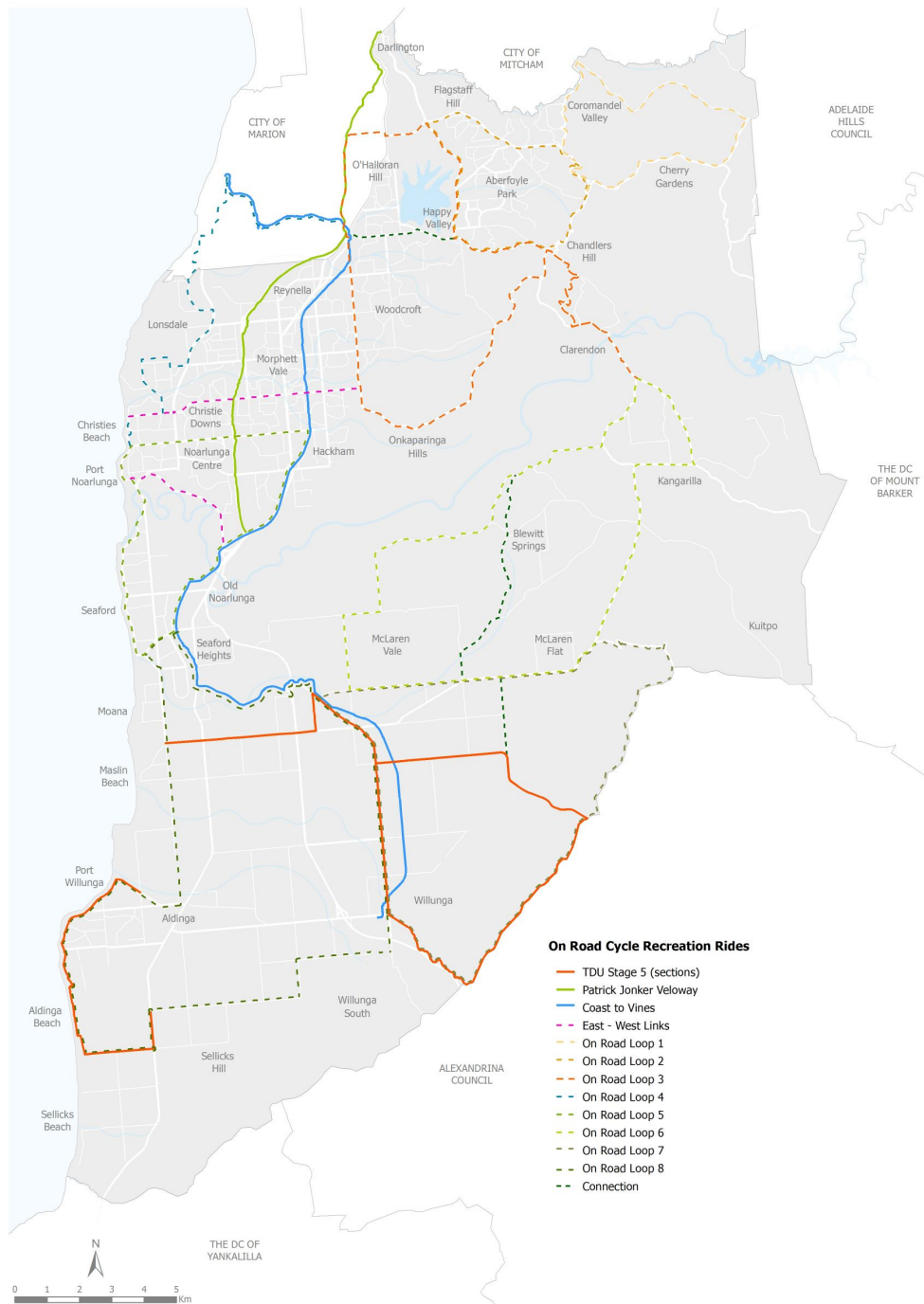
levels of service will be developed in liaison with DPTI.

Service levels and other opportunities could include:

- 'Share the road' type signs
- improved safety features such as shoulder widening or sealing
- road level markers for way finding
- above ground way finding signs
- 'Trail head' interpretative information
- artistic features that celebrate the history of road cycling in the region.

ON ROAD RECREATION CYCLING MAP

The following map illustrates the 289km On Road Cycle Training Rides. These rides encompass a series of loops that can be cycled individually or linked together, thereby providing flexibility and allowing the user to select their cycling experiences based on their fitness, experience and confidence.



PRINCIPLES FOR PROVIDING A TRAILS NETWORK

The trails network will focus on nature based activities and experiences that encompass both natural surface trails and speciality trails.

Planning, development and management for natural surface and speciality trails will focus on:

- improving facilities at identified priority locations
- minimising risks to spectators and participants
- relevant standards and guidelines while striving for best practice outcomes
- understanding and minimising the impact to biodiversity and Aboriginal cultural heritage
- enhancing the user experience
- providing accessible, legible and easily interpreted information.

NATURAL SURFACE TRAILS

Increased community interest in addition to the state government's desire to connect people with nature in the south suggests that demand associated with natural trails will increase.

Natural surface trails include:

- hiking and trail walking

- horse riding
- mountain bike riding
- eco-tourism trails
- cultural trails/tracks.

Natural surface trails enable the user to immerse themselves in nature and undertake a short or extended micro adventure depending on their experience, skill, fitness and time availability.

Natural surface trails will use natural, low impact materials that reflect the local environmental context. Natural surface trails may be in the form of single or multi-use trails and incorporate isolated loops and/or connections to other trails and expand the user experience across a variety of environments that may include:

- national and recreation parks
- private and public land
- made and unmade road reserves.

Opportunities for natural surface trails are provided by the state government agencies such as SA Water and the Department of Environment, Water and Natural Resources, which have set specific objectives associated with trail development. Community groups have also demonstrated an interest in planning,


implementation and maintenance of these types of trails.

The provision and management of natural surface trails in the City of Onkaparinga, will focus on:

- Supporting the state government's desire to establish the Adelaide Mount Lofty Ranges as an international mountain bike destination
- recognising the state government and Horse SA management of the Kidman Trail
- work with Horse SA to manage and develop priority sections of the Tom Roberts Horse Trail
- support the planning, development and management of the Willunga Basin Trail by the community
- the enhancement of trails networks located within large parks and reserves, including supporting facilities and way finding.

SPECIALITY TRAILS

Specialised trails utilise natural elements such as water, air and rock to access the experience sought by the user. While the provision of these elements is beyond the control of governments, we can support



these trails experiences through the provision of supporting facilities and infrastructure around launch/landing zones.

Speciality trails are provided by state government agencies such as SA Water and Department of Environment, Water and Natural Resources and the Department of Primary Industries and Regions.

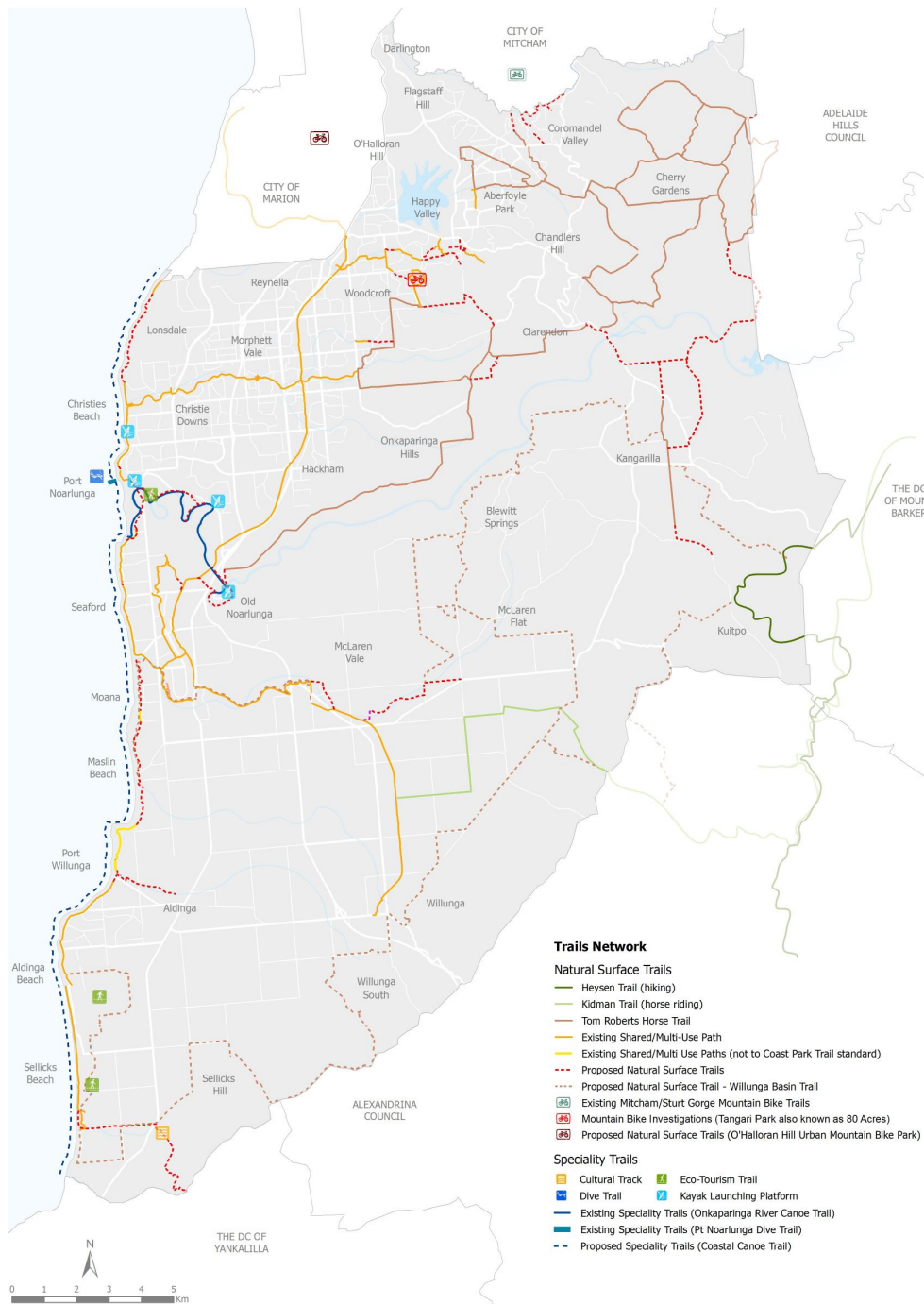
A number of speciality trail experiences exist within the City of Onkaparinga including:

- kayaking and canoeing
- scuba and snorkelling
- hang gliding and paragliding
- Rock climbing.

Planning for specialised surface trails will focus on supporting the state government in its implementation of the People and Parks Strategy and Linking Adelaide with Nature Strategy.

TRAILS NETWORK MAP

The following illustrates the 281km Trails Network which includes Natural Surface Trails such as the Willunga Basin Trail, Tom Roberts Horse Trail as well as the Urban Bike Park (mountain bike) north of Majors Road (City of Marion) as well as Speciality Trails such as Coastal Canoe Trail.



The following will inform the delivery of the Trails and Cycling Strategic Management Plan:

- AusRoads
- relevant Australian Standards
- Parks and Reserves Style Guide
- City of Onkaparinga design standards
- corporate and class asset management plan
- Native Vegetation Act
- Karna Heritage Act
- Water Sensitive Urban Design Toolkit
- Crime Prevention Through Environmental Design (CPTED)
- City of Onkaparinga Public Consultation Framework