



Tatiara District Council

STRATEGIC PATHWAY PLAN FOR THE TATIARA

Final Report

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August 2021

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- A. Maps of Existing Network
- B. Community Questionnaire
- C. Maps of Proposed Network Enhancements

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1. Community Questionnaire – Detailed Responses (not for public distribution)

1.0 INTRODUCTION

1.1 Preamble

In 2014, Tatiara District Council has engaged the services of HDS Australia Pty Ltd, who are road safety and traffic engineering specialists, to develop a strategic document for shared paths and bicycle lanes for Bordertown and Keith. Over the past eight years, Council has implemented a few recommended treatments to improve safety and connectivity within the townships.

With high demands for competing road space from various road transport options, it is considered essential to develop a strategy for now and into the future to ensure all road users are safely managed, with an emphasis on sustainability and encouraging more environmentally friendly transport, particularly for cyclists and pedestrians.

The project is being undertaken in three stages over a seven-month period. To date, a survey of existing facilities has been completed, following which various works priorities have been developed, both stages of which have been the subject of interim reports. The final stage of the project involves fine tuning the works priorities, following which a final report will be presented to the Council.

1.2 Typical Network Elements

General information describing typical bicycle and footpath network elements has been included in this section, to enable the Council and the community to fully understand the options available before such elements are proposed for inclusion in the Tatiara footpath/bicycle network.

Those readers with sufficient knowledge of footpath/bicycle network terminology and associated types of infrastructure may wish to skip to Section 2.0, where specific analysis for the Tatiara network commences.

1.2.1 Pedestrian Paths

A pedestrian path is reserved for use by pedestrians, people in wheelchairs, mobility scooters and personal mobility devices, such as a walking frame. These paths provide an important part of the transport network either for trips undertaken entirely by walking, or as the first or last link in a trip that utilises other types of transport.

1.2.2 Types of Bicycle Paths / Lanes

Off Road Paths – a bicycle path or shared path is said to be off road when it is located on a road-related area paralleling a road, or through parks or reserves, or within public transport corridors and other public or private land not open to motor vehicle traffic.

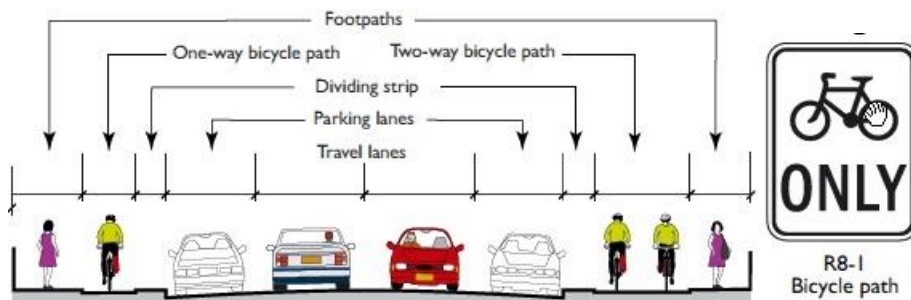
On Road Paths – a bicycle facility is said to be on road when it forms part of the road such as a bicycle lane or a shoulder shared with parked vehicles.

1.2.3 Off Road Bicycle Paths

Bicycle Paths are a length of path for the exclusive use of bicycle riders, characterised by the following:

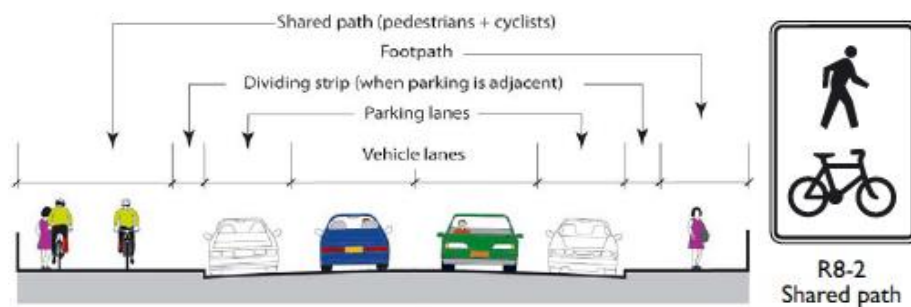
Significant cycling demand but few pedestrians desire to use it;
Limited motor vehicle access across the path;

- Alignment allows cyclists uninterrupted and safe travel at relatively high constant speed (e.g., 30 km/h); and
- Desirable width is 2.5m (local access path).



Shared Paths provide an area open to the public that is designated for use by both cyclists and pedestrians, characterised by the following:

- Demand exists for both pedestrians and cyclists, but no intensity of use is expected;
- Existing low use footpath can be upgraded for cyclists;
- Minimum width is 2.5m (local access path) for low volume use; and
- Desirable width is 3.0m for moderate volumes.



1.2.4 On Road Bicycle Lanes

Exclusive Bicycle Lanes are lanes created by pavement marking and signs. This is the preferred treatment for cyclists on roads without any physical separation, characterised by the following:

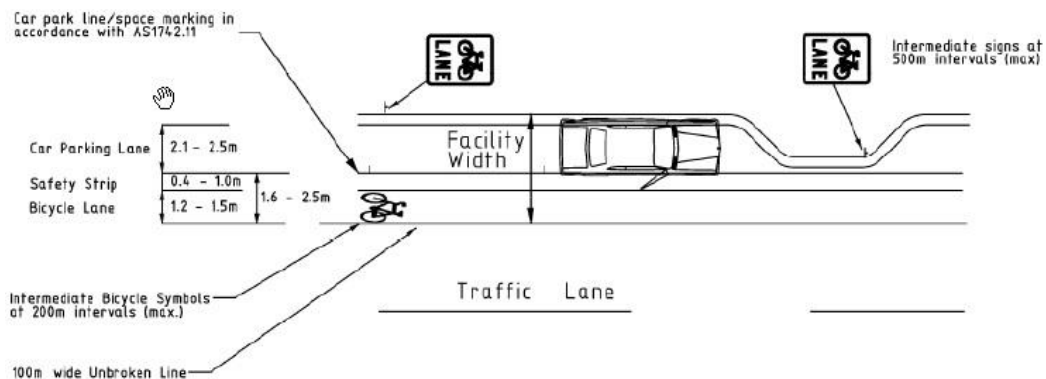
- Need to be legalised by signs and linemarking;
- Generally located at the left side of a road; and
- Should be provided on both sides of the road where possible.



Recommended bicycle lane widths depend on the speed environment, namely:

	Overall Bicycle Facility Width (m)		
Road Speed (km/h)	60	80	100
Desirable	1.5	2.0	2.5
Acceptable Range	1.2 - 2.5	1.8 - 2.7	2.0 - 3.0

Bicycle / Car Parking Lanes are most appropriate on a wide street where a demand for parking exists. A typical arrangement in this case is:



Wide Kerbside Lanes incorporate a normal marked lane on the left side of a carriageway of sufficient width to safely allow cyclists to travel beside the main traffic stream and to permit motorists to overtake cyclists without having to change lanes. This network element is designated by the white on blue bicycle route marker, rather than the black on white bicycle lane signs.



Wide kerbside lanes are characterised by the following:

Generally appropriate in speed zones of 70 km/h or less; and
 Appropriate on all major traffic routes and collector roads, whether divided or undivided, where parking is either minimal or prohibited during peak periods.

Total kerbside lane width needs to meet the following criteria:

Road posted speed limit ⁽¹⁾ (km/h)	Lane width ^{(2),(3)} (m)	
	60 km/h	80 km/h
Desirable minimum	4.2	4.5
Acceptable range	3.7 – 4.5	4.3 – 5.0

Sealed Shoulders can be used where a road is not kerbed and provision for cyclists is required, a smooth sealed shoulder being the preferred treatment. Once again, this network element is designated by the white on blue bicycle route marker, unless sufficient width is available and appropriate signage used to create an exclusive on road bicycle lane.



The width required to create sealed shoulders for bicycle usage is generally the same as the widths required for exclusive bicycle lanes, namely:

	Overall Bicycle Facility Width (m)		
Road Speed (km/h)	60	80	100
Desirable	1.5	2.0	2.5
Acceptable Range	1.2 - 2.5	1.8 – 2.7	2.0 – 3.0

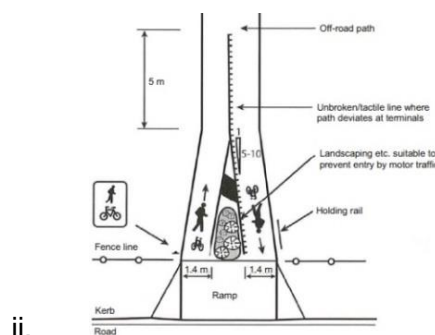
1.2.5 Local Bicycle Routes

These types of routes provide cyclists with access to nearby destinations such as schools, shops and community facilities within a local community. They tend to be located on quieter roads and through local parks and reserves. They support cycling that is more recreational in nature and provide access to local amenities. A white on blue bicycle route marker may, at the local council's discretion, be used on these routes, but care needs to be taken by both cyclists and vehicles when such signs are in use, since the road width is likely to be insufficient for vehicles to safely pass cyclists without deviating partially into the opposing traffic lane.

1.2.6 Terminal Treatments

The purpose of bicycle path and shared path terminal treatments is to restrict unauthorised vehicles from entering the path, as well as to control bicycle movements when exiting the path.

Option 1: Installation of a separate entry and exit is the preferred treatment, but it needs space.



Option 2: Bollards or u-rails are a common option but are not preferable due to the risk of collision for cyclists at night-time.



Option 3: Staggered fence treatments slow cyclists but need to be properly delineated.



Option 4: Offset path treatments are similar to Option 3 but may not be suitable for primary school children due to riding skills.



1.2.7 Holding Rails at Road Crossings

Where prevention of unauthorised vehicle entry through the above terminal treatments is not considered necessary, suitable road crossing treatments are still required to ensure that cyclists are encouraged to enter and exit bicycle paths and shared paths in a controlled manner. A u-shaped rail placed near the left side of a path on the approaches to an intersection with a road or another path is the standard treatment, combined with suitable signage and pavement markings warning of the road or path crossing.



1.2.8 Bicycle Parking and Storage Facilities

Examples of the facilities already installed within townships at schools and shopping precincts etc. are shown below:



2.0 CRASH HISTORY REVIEW

2.1 Crash Analysis

The Department of Planning Transport and Infrastructure (DPTI) has supplied crash data relating to bicycle collision incidents reported to police for all roads within the Tatiara District Council, covering the period from 2014 to 2018.

An initial review of the data has revealed that only one cyclist related incident has occurred within the council area during the 5-year period. It should be noted that the Road Traffic Act generally requires that only collisions occurring on roads resulting in injury or at least \$ 1,000 in property damage costs be reported. This requirement affects the reporting of bicycle collisions due to the low cost of such collisions, and also because it is only collisions occurring on roads which need to be reported.

The only cyclist related crash occurred on Pigeon Flat Road, Bordertown at 2:00 a.m. on a Sunday morning. The crash is classified as a rollover crash resulting in minor injury. The weather was dry, no other units were involved, and the apparent error was due to inattention. From the above information it appears that this crash is insignificant for the purposes of this analysis.

3.0 EXISTING NETWORK

The pedestrian and cyclist network within Tatiara District Council is primarily distributed around its five townships: Bordertown, Keith, Mundulla, Wolseley and Padthaway. The locations and current connectivity of these facilities are shown on the maps in Appendix A and are further discussed in the sections below.

3.1 Bordertown

The main generators of cycling traffic in Bordertown are the primary and high schools, which are both located on South Terrace west of the town centre. The town has several ovals, parks and a swimming pool which are also visited by cyclists. An increasing trend of daily bicycle commuting to and from the meatworks and the industrial area along Meatworks Road via either Pigeon Flat Road or Cannawigara Road has recently been recognised by Council through the installation of on-road bicycle lanes for Pigeon Flat Road and a shared path along Cannawigara Road.

There are currently three types of bicycle facilities within Bordertown. The location and current connectivity of these facilities is shown on Drawing No. TA132-B-01 in Appendix A and is further discussed in the following paragraphs.

Bordertown's footpath network consists of sealed and unsealed footpaths. Sealed footpaths include spray seal, paving and concrete footpaths. Unsealed footpaths are made from gravel. The figures below show examples of the typical footpaths that can be found in Bordertown.



Figures: Clockwise from Top Left: Spray Seal, Paved, Concrete and Gravel Footpaths

Existing footpaths in Bordertown are concentrated around the town centre and near the schools. Most residential areas lack footpaths on both sides of the road. The footpaths are reasonably well connected to the shared paths that lead out of town.

3.1.1 Shared Paths

Naracoorte Road

A shared path is located along the western side of Naracoorte Road. The path starts from the car park for the former TAFE and finishes opposite No. 2 Naracoorte Road. The path is sealed, and its average width is approximately 2.5 m.



Figures: Naracoorte Road Shared Path

Clayton Farm Trail

A shared path called the “Clayton Farm Trail” is located along the north-western side of Naracoorte Road. The path starts from the southern end of the Naracoorte Road shared path and finishes at Clayton Farm Track. The path is sealed, and its average width is approximately 2.5 m.



Figures: Clayton Farm Trail Shared Path

Victoria Parade

A shared path is located along the northern side of Victoria Parade. The path starts from Philip Avenue and finishes at Power House Road. The western end of the shared path at Philip Avenue is connected to a gravel path through the primary school that links to Park Terrace. The path is also connected to the Naracoorte Road shared path and crosses Naracoorte Road via a pedestrian crossing. The path is sealed, and its width varies from 2.0 m to 2.5 m. The path narrows across a timber bridge that crosses the Tatiara Creek approximately 170 m east of Naracoorte Road.



Figures: Victoria Parade Shared Path

Possum Park Drive

A shared path is located along the east side of East Terrace and Possum Park Drive. The path starts from opposite Smith Street and finishes at Victoria Parade. The path is sealed, and its width is approximately 2.5 m.



Figures: Possum Park Drive Shared Path

Power House Road

A shared path is located along the north side of Power House Road. The path starts at East Terrace and ends at the pedestrian railway tunnel. The path is sealed, however a short segment before the railway tunnel consists of unsealed gravel. The width of the path is approximately 2.5 m. This path is the most direct route between the town centre to the west of the railway line, and the residential area and cemetery to the east of the railway line.



Figures: Power House Road Shared Path

Possum Park

A number of shared paths are located within Possum Park. One path starts at the Victoria Parade / Power House Road intersection and cuts through Possum Park diagonally to join with the Power House Road shared path approximately 160 m southeast of East Terrace. The other path connects the South Terrace shared path to also join with the Power House Road shared path. The shared paths on Victoria Parade and Possum Park Drive border Possum Park on the southern and western side respectively, and together they form a network of shared paths around Possum Park. The paths are sealed, and their widths are approximately 2.5 m.



Figures: Possum Park Shared Paths

South Terrace

A short segment of shared path is located near the eastern end of South Terrace. The path starts from the oval south of the gates near Woolshed Street, crosses the Tatiara Creek via a wooden footbridge and joins with the network of shared paths around Possum Park.



Figures: South Terrace Shared Path

Cannawigara Road

A shared path is located along the road reserve on the south side of Cannawigara Road. The path starts at Ramsay Terrace and finishes at Meatworks Road. The path is sealed, and its width is approximately 2.5 m.



Figures: Cannawigara Road Shared Path

3.1.2 On-Road Bicycle Lanes

Existing designated on-road bicycle lanes in Bordertown are discussed in the following paragraphs.

Cannawigara Road

Cannawigara Road is a council regional road running in an east west direction from the industrial area to the west of Bordertown to the town centre at Woolshed Street. The road forms part of a regional community access route connecting surrounding rural areas to the Bordertown town centre. The on-road bicycle lanes start at Ramsay Terrace and finish at Tatiara Terrace. The posted speed limit is 50 km/h along this section of road. The on-road bicycle lanes are located next to on street parking. Onsite observation confirms that most residents normally park their cars in driveways rather than on the street.



Figures: Cannawigara Road Bicycle Lanes

Pigeon Flat Road

Pigeon Flat Road is a multi-purpose council regional road. It is a regionally significant freight route for the section west of Ramsay Terrace and is a regionally significant community access road along its entire length. It is the principal connection from residential areas in Bordertown to the major meat processing factory which is located on Meatworks Road. The on-road bicycle lanes start at Park Terrace and finish at Meatworks Road. The posted speed limit along the road is 50 km/h in the built-up section between Park Terrace and Ramsay Terrace, 80 km/h between Ramsay Terrace and the bridge across Tatiara Creek, and 100 km/h between the bridge and Meatworks Road.

Due to the narrow width of the bridge across Tatiara Creek the bicycle lane terminates at the bridge and resumes after the bridge.



Figures: Pigeon Flat Road Bicycle Lanes

3.1.3 Footpaths

Bordertown's footpath network consists of sealed and unsealed footpaths. Sealed footpaths include spray seal, paving and concrete footpaths. Unsealed footpaths are made from gravel. The figures below show examples of the typical footpaths that can be found in Bordertown.



Figures: Clockwise from Top Left: Spray Seal, Paved, Concrete and Gravel Footpaths

Existing footpaths in Bordertown are concentrated around the town centre and near the schools. Most residential areas lack footpaths on both sides of the road. The footpaths are reasonably well connected to the shared paths that lead out of town.

3.1.4 Bicycle Parking Facilities

Several bicycle parking facilities were observed within Bordertown.

Bordertown Primary School

A bicycle parking lockup shelter is located adjacent to the tennis court near the Phillip Avenue entry. Numerous bicycles are also left in the open adjacent to this facility, indicating its capacity is being exceeded.



Figures: Bicycle Parking Facilities at Bordertown Primary School

Bordertown High School

An uncovered bicycle parking facility is provided within Bordertown High School.



Figure: Bicycle Parking Facility at Bordertown High School

Swimming Pool & Basketball Stadium

Both the swimming pool and basketball stadium are provided with uncovered bicycle parking facilities which are located at the respective car parks.



Figures: Bicycle Parking Facilities at Swimming Pool and Basketball Stadium

Woolshed Street

Several bicycle parking rails are installed at the town centre along Woolshed Street at convenient locations such as near the council chambers / library, physiotherapist and specialty shops.



Figures: Bicycle Parking Facilities along Woolshed Street

3.2 Keith

The main generator of bicycle traffic in Keith is the Keith Area School, which is in the centre of the town. The town has several ovals, a playground, parks and a swimming pool. There are therefore many recreation opportunities provided in the town for local residents and tourists.

There are currently three types of bicycle facilities within Keith. The location and current connectivity of these facilities is shown on Drawing No. TA132-K-01 in Appendix A and is further discussed in the following paragraphs.

Keith's footpath network consists of sealed and unsealed footpaths. Sealed footpaths include spray seal, paving and concrete footpaths. Unsealed footpaths are made from gravel. The figures 5-7 show examples of the typical footpaths that can be found in Keith.



Figures: Clockwise from Top Left: Spray Seal, Paved and Concrete Footpaths

Existing footpaths in Keith are mostly concentrated around the town centre. There is a footpath on the northern side of Hill Avenue that connects the Carinya Retirement Village to the footpath network surrounding the town centre, also servicing the residential areas to the west. There is also a footpath on the southeast side of Morris Street that connects the Keith Showgrounds to the town centre through the railway tunnel, also servicing the residential area on the north-eastern side of the train tracks. Most other residential streets lack footpaths on both sides of the road.

3.2.1 Shared Paths

Naracoorte Road

A shared path is located along the Keith Area School frontage, starting at Tolmer Terrace and finishing at Williams Avenue. The path is sealed, and its average width is approximately 2.5 m.



Figures: Naracoorte Road Shared Path

Memorial Avenue (North)

A shared path is located along the east side of Memorial Avenue. The path starts from the Dukes Highway / Ross Avenue intersection and finishes abruptly opposite Preston Street where it continues as an existing footpath.



Figures: Memorial Avenue Shared Path (North)

Memorial Avenue (South)

The shared path along the east side of Memorial Avenue restarts at the Hill Avenue / Anzac Terrace intersection and continues to the Naracoorte Road / Park Terrace intersection where it joins with the Naracoorte Road, Park Terrace and Peppercorn Lane shared paths. The southern shared path consists of line marking adjacent to the edge of the road with no physical separation between motor vehicles and pedestrians / cyclists.



Figures: Memorial Avenue Shared Path (South)

Park Terrace

A shared path is located along the north side of Park Terrace. The path starts from Dukes Highway and finishes at Naracoorte Road where it joins with the Naracoorte Road, Memorial Drive and Peppercorn Lane shared paths. The path is sealed, and its width varies from 1.5 m to 2.5 m.



Figure: Park Terrace Shared Path

Peppercorn Lane

A shared path runs along part of Peppercorn Lane, commencing at the southeast corner of the Naracoorte Road / Park Terrace / Williams Avenue intersection. The path is sealed, and its width varies from 2.0 m to 2.5 m. The length of the sealed path is approximately 250 m.



Figure: Peppercorn Lane Shared Path

Tolmer Terrace (North)

A shared path is located along the school frontage on Tolmer Terrace North, connecting Anzac Terrace to the shared path on Naracoorte Road. The path is sealed and has an average width of approximately 3.7 m.

Tolmer Terrace (South) / Elm Avenue

A shared path is located along Tolmer Terrace, starting from the school crossing on Naracoorte Road and continuing along the southwest side of Tolmer Terrace. The path then crosses Tolmer Terrace south of Ellis Street and continues along the east side of the road to join with the Park Terrace shared path. The path is sealed and has an average width of approximately 2.0 m.

There is also an additional segment of this shared path that crosses Park Terrace and connects to Elm Avenue through the road reserve. The width of this segment is approximately 2.5 m.



Figures: Tolmer Terrace (South) and Elm Avenue Shared Paths

Ellis Street

A shared path is located along the southeast side of Ellis Street, joining the Tolmer Terrace shared path and the Dukes Highway shared path.

Dukes Highway

Two sections of shared path are located along the western side of the Dukes Highway. The first section starts from approximately 150 m south of Poplar Avenue and finishes at Ellis Street. The shared path does not continue along Heritage Street. However, it recommences near the oval and then continues until reaching Memorial Avenue. The path is sealed and the width varies from 2.0 m to 3.0 m. The wider section of path is located at the Keith Lion Park.



Figures: Dukes Highway Shared Path near Keith Lion Park and Memorial Avenue

3.2.2 Designated Bicycle Routes

Existing designated bicycle routes in Keith are discussed in the following paragraphs.

Memorial Avenue and Bruce Avenue

Memorial Avenue runs in a north south direction between Naracoorte Road and the Dukes Highway. A large residential area is located to the west of Memorial Avenue (with Bruce Avenue roughly at its centre), and the Keith Area School and town centre are located to the east. Road width is approximately 8.5 m along the entire section.

Bruce Avenue runs in an east west direction and intersects with Memorial Avenue. It provides reasonable connectivity to many residents living on the western side of Keith.



Figures: Memorial Avenue and Bruce Avenue Bicycle Routes

Anzac Terrace

Anzac Terrace connects Memorial Avenue to Heritage Street. The route starts from the southeast corner of the Hill Avenue / Memorial Avenue roundabout. Angle parking bays are provided along the north side of the road east of Tolmer Terrace. The width between the edge of the parking and kerb is approximately 10 m.



Figures: Anzac Terrace Bicycle Route

Dukes Highway

The service road along the western side of the Dukes Highway from Memorial Avenue to the Keith Bypass / Dukes Highway intersection is treated as a bicycle route. Currently the path is irregularly sealed and more than 3.0 m wide.

Emu Flat Road

While Emu Flat Road is not currently treated as a designated bicycle route, it is a popular recreational cycling route. A warning sign is installed on Emu Flat Road near Keith warning outbound traffic to watch out for cyclists for the next 13km out of town, and another cyclist warning sign is present at a location 13km out of town to warn inbound traffic.



Figures: Emu Flat Road Near Keith and at 13km East of Keith

3.2.3 Footpaths

Keith's footpath network consists of sealed and unsealed footpaths. Sealed footpaths include spray seal, paving and concrete footpaths. Unsealed footpaths are made from gravel. The figures 5-7 show examples of the typical footpaths that can be found in Keith.



Figures: Clockwise from Top Left: Spray Seal, Paved and Concrete Footpaths

Existing footpaths in Keith are mostly concentrated around the town centre. There is a footpath on the northern side of Hill Avenue that connects the Carinya Retirement Village to the footpath network surrounding the town centre, also servicing the residential areas to the west. There is also a footpath on the southeast side of Morris Street that connects the Keith Showgrounds to the town centre through the railway tunnel, also servicing the residential area on the north-eastern side of the train tracks. Most other residential streets lack footpaths on both sides of the road.

3.2.4 Bicycle Parking Facilities

Hender Street

Two bicycle parking rails are installed at the town centre along Hender Street, one near the IGA supermarket and one near the newsagency / banks.



Figures: Bicycle Parking Facilities at Hender Street

Keith Area School

The school's primary bicycle parking facility is under cover and is located at the school entry on Naracoorte Road. Secondary bicycle parking is located adjacent to the fence at the school oval. Bicycle security at the school does not appear to be a significant concern, as no bicycles were locked at either parking facility. Helmets were unlocked and generally hanging from bicycles.



Figures: Bicycle Parking Facilities at Keith Area School

3.3 Mundulla

3.3.1 Cycling Facilities

The main generator of bicycle traffic in Mundulla is the primary school. The town has a showground and a memorial park which is likely to be visited by cyclists. There also appears to be a high number of cyclists travelling between Mundulla and Bordertown.

There are currently no bicycle related facilities within Mundulla.

3.3.2 Footpaths

The main generators of pedestrian traffic in Mundulla are the Mundulla Primary School, Mundulla general store and the historic Old Mundulla Hotel. The town also has a showground, bowls club, memorial park and the historic Wirrega Council Chambers which is likely to be visited by pedestrians.

Mundulla's existing footpath network consists of a paved footpaths along the north-western side of Wirrega Road / Nalang Road, paved footpaths on both sides of Kennedy Street that connects the town centre to the showground and primary school, and paved footpaths on both sides of Hinge Street that connects Kennedy Street to the bowls club and the back entrance of the primary school. There are also some gravel footpaths within the memorial park.



Figure: Footpaths on Wirrega / Nalang Road (left) and Kennedy Street (right)

3.4 Wolseley

3.4.1 Cycling Facilities

Wolseley has an oval and playground which is likely to be visited by cyclists.

There are currently no bicycle related facilities within Wolseley.

3.4.2 Footpaths

The main generators of pedestrian traffic in Wolseley are the Wolseley Hotel and the oval / playground / tennis courts on Grice Street.

Wolseley's existing footpath network consists of a paved footpath along the northern side of Railway Terrace North, between Kingdon Road and Ridgway Road. There is also a shared zone along Grice Street and through the car park for the oval, playground and tennis courts.



Figures: Footpath on Railway Terrace North (left) and Kennedy Street (right)

3.5 Padthaway

The main generator of bicycle traffic in Padthaway is the primary school, and potentially the caravan park. The town has several ovals and parks which are likely to be visited by cyclists.

There is currently one type of bicycle facility within Padthaway. The location of this facility is shown on Drawing No. TA132-P-01 in Appendix A and is further discussed in the following paragraph.

3.5.1 Shared Paths

There is currently one shared path that connects the primary school and residential area to the town centre. The path starts at Summers Road and connects to the primary school along the north side of Vogelsang Road. It then utilises the school crossing and continues along the south side of Vogelsang Road and the road reserve on the east side of Riddoch Highway. It then crosses the Riddoch Highway and a short segment of shared path connects to the footpath along Memorial Drive.



Figures: Padthaway Shared Path

3.5.2 Footpaths

The main generator of pedestrian traffic in Padthaway is the primary school, caravan park, oval and parks.

Padthaway's existing footpath network consists of paved footpaths along both sides of Memorial Drive near the town centre, as well as a footpath along Summers Road and Hoare Terrace in the residential area. These footpaths are connected by a shared path along Vogelsang Road.



Figures: Footpath on Memorial Drive (left) and Hoare Terrace (right)

3.6 Stakeholder Consultation

Various forms of consultation have been undertaken to ensure the footpath/bicycle network meets the requirements of the local community and visitors to the district, in the process providing direction for the study and ensuring that relevant issues are covered.

3.6.1 Online Survey

An online community bicycle questionnaire (refer to Appendix B) was developed and posted on the Council's website in February and closed March 2021, with a total of 163 responses received. There were 15 questions asked in the questionnaire. A summary of responses is provided below. Detailed questionnaire responses, including quite a few who have included their names and phone numbers, have been separately provided to nominated council staff and elected members as Enclosure 1 to this report. These detailed responses are not available for general publication by reason of respondent privacy.

Analysis of the online survey results revealed the following:

- 68% of respondents were from Bordertown and Mundulla, while of 24% respondents were from Padthaway.

- 30% of respondents were aged between 19-40, while 67% of respondents were aged over 40.
- 78% of respondents were female.
- Only 28% of respondents cycle at least once a week, while 30% of respondents never cycle.
- 46% of respondents do not cycle due to safety concerns (incl lack of adequate path / lane).
- 45% and 42% of respondents ride a bike for recreation or fitness purposes respectively.
- 52% of respondents have a light on their bike (but almost no one rides during dark times).
- 43% and 39% of respondents walk every day or at least once a week respectively.
- 78% of respondents walk for fitness.
- Residents would like to have more off-road cycle paths to avoid sharing space with cars.
- Residents would like to have more proper sealed shoulders for cyclists.
- There were many requests in relation to providing a cyclist path between Bordertown and Mundulla, e.g., extension of the Clayton Farm Trail to Mundulla.
- There were many residents concerned about the safety of pedestrians and cyclists on Mundulla Bridge over Nalang Creek.

3.6.2 Feedback from Schools

Feedback from Bordertown Primary School and Carol Murray Children's Centre (Bordertown):

The Carol Murray Children's Centre carpark is no longer providing access to the centre due to COVID-19 procedures, instead parents need to pick up and drop off at a new entrance on Dinning Tce.

The school bus drop off / pick up point is on South Tce, and educators walk children to childcare via Rotary Reserve.

Primary School children have swimming classes at Bordertown swimming pool centre.

There is a lack of a safe crossing point for children from Dinning Tce across Cannawigara Rd.

The Haynes St road safety training ground is abandoned, but the Primary School wants to reopen it for training of school children in road safety.

Naracoorte Rd / McLeod St / South Tce – this is a dangerous intersection with heavy vehicles.

Naracoorte Rd west side path stops at the carpark – they would like options investigated to continue the path to South Tce.

With increased numbers of children cycling to school due to the increased number of safe paths that have been constructed in recent years, school is considering extending the bicycle shed and install more bike racks.

Feedback from Bordertown High School and Padthaway Primary School

Require shared / foot path on Venn Ave between Phillip St and Park Tce.

Require pedestrian refuge island on Venn Ave between Phillip St and Park Tce.

3.7 Summary of Issues with Existing Network

3.7.1 Bordertown

The following issues regarding safe and effective operation of existing bicycle facilities in Bordertown were identified as part of the initial desktop and site-based analysis:

Some shared path signage is incorrect or inconsistent. Where a shared path crosses a road and is continuous beyond it, install a holding rail on the left and give way (R1-2) sign prior to the road, and shared path (R8-2) sign after the road where the shared path resumes. Figure 32 shows an example of a correctly installed road crossing. Where a shared path terminates, install a holding rail on the left and install give way (R1-2) sign, shared path (R8-2) sign, and “END” (R7-4) supplementary plate below the R8-2 sign. Also install R8-2 sign facing the other direction to define the start of the shared path. Figure 33 shows an example of a correctly installed end treatment.



Figures: Shared path road crossing and end treatment

Where warning signs are installed prior to a shared path crossing the road, the crossing arrows sign (W8-23) should be installed in conjunction with the bicycles warning sign (W6-7) or bicycles / pedestrians warning sign (W6-9). There are numerous locations where the W8-23 sign is missing.



Figure: W6-7 sign (top-left), W6-9 sign (top-right), and W8-23 sign (bottom)

3.7.2 Keith

The following issues regarding safe and effective operation of existing bicycle facilities in Keith were identified as part of the initial desktop and site-based analysis:

Some bicycle routes are not properly signed as a “Bicycle Route” in accordance with Australian Standards.

Some of the off-street shared paths are generally not wide enough to allow adequate mixed use by pedestrians and cyclists, increasing the risk of collision. For example, the width of the shared path on Park Terrace is approximately 1.5m compared to a minimum of 2.5m for low use shared paths or 3.0m for moderately used shared paths.

Where warning signs are installed prior to a shared path crossing the road, the crossing arrows sign (W8-23) should be installed in conjunction with the bicycles warning sign (W6-7) or bicycles / pedestrians warning sign (W6-9). There are numerous locations where the W8-23 sign is missing.



Figures: W6-7 sign (top-left), W6-9 sign (top-right), and W8-23 sign (bottom)

4.0 PROPOSED NETWORK ENHANCEMENTS AND PRIORITIES

As part of the shared path strategic plan for Tatiara, an enhanced shared path network has been developed by the HDS Australia consultant team. This new shared path network for Tatiara aims to provide safer facilities for cyclists and pedestrians, with completed links into the existing network and various new elements based upon community identified needs. The new network aims to link residential developments with schools and educational institutions, recreational facilities, trails and paths, as well as catering for commuting trips and, where cost effective, the needs of all groups.

This plan incorporates a suggested three stage implementation program for the delivery of proposed network enhancements. The following sections provide specific recommendations regarding prioritisation of network improvements.

4.1 A Three Stage Improvement Strategy

Future growth and staging of development within Tatiara may ultimately impact on the priority for implementing proposed enhancements to the network. While specific timing and priority of enhancements cannot be accurately determined, as it is subject to current and future council decisions regarding funding, based on the information currently at hand a set of recommendations regarding likely timing and priority have been established.

For the purpose of this strategy, three stages have been identified for implementation of network enhancements, namely:

Priority 1 – Works (generally of low cost) required to ensure that existing paths comply with the current standard and proper crossings are provided at critical desired locations. Widening or sealing of existing narrow paths is not included in the list as it will be a higher cost to implement. Priority 1 works should be undertaken as soon as funds and resources become available, but not later than 12 months. Priority 1 work activity is included in the Priority 1 Action List shown in Section 4.2.

Priority 2 – Works (generally of low to medium cost) required to complete critical linkages in the existing network. Priority 2 works should be undertaken in the next 2 to 4 years. Priority 2 work activity is included in the Priority 2 Action List shown in Section 4.3.

Priority 3 – Works (generally of medium to high cost) to expand other opportunities within the Tatiara District. Priority 3 works should be undertaken in the next 5 to 10 years if the works fit within the Council's overall capital works funding priorities. Most Priority 3 works will need to be separately scoped, with preliminary design and cost estimates provided (plus further public consultation where appropriate), before implementation of these recommendations. A Priority 3 Action List is shown in Section 4.4.

All proposed works are depicted on the maps in Appendix C.

4.2 Bordertown

4.2.1 Priority 1 Action List

Location	Deficiency	Treatment	Indicative Cost
Naracoorte Rd shared path, at Venn Ave – 2 locations either side of the road	Wrong sign used (the shared path is now continuous).	Remove shared path sign (R8-2) and “END” supplementary plate (R7-4) but retain give way sign (R1-2). Retain the shared path sign that is facing away from the road.	\$100
Naracoorte Rd shared path, at Milne St (end of shared path)	Wrong sign used.	Replace give way sign (R1-2) with shared path sign (R8-2) and retain “END” supplementary plate (R7-4) below.	\$150
Naracoorte Rd shared path, segment between service road (opposite No.40) and South Ave – 2 locations at either end of segment	Missing shared path signage.	Install shared path sign (R8-2) facing away from the road and install give way sign (R1-2) on the backside (i.e. facing towards the road).	\$400
Naracoorte Rd shared path, at service road (opposite No.40)	Wrong sign used (the shared path is now continuous).	Remove shared path sign (R8-2) and “END” supplementary plate (R7-4) but retain give way sign (R1-2). Retain the shared path sign that is facing away from the road.	\$50
Naracoorte Rd shared path, at South Ave	Wrong sign used (the shared path is now continuous).	Remove shared path sign (R8-2) and “END” supplementary plate (R7-4) but retain give way sign (R1-2). Retain the shared path sign that is facing away from the road.	\$50
Naracoorte Rd shared path, south of shared path termination	Lack of advanced warning signs.	No warning signs near the termination point near No. 2. A cyclist warning (W6-7) sign is present at the southern end of the Clayton Farm Trail for northbound traffic, but no warning signs present for southbound traffic.	\$400 (near no. 2) + \$200 (near end of Clayton Farm Trail)
Victoria Pde, Possum Park Dr	Lack of advanced warning signs.	Install advanced warning signs.	\$400
Cannawigara Rd, Ramsay Tce to Tatiara Tce	Lack of bicycle lane signs (start & end)	Install bicycle lane signs (start & end) at Ramsay Tce end.	\$400
Pigeon Flat Rd, Meatworks Rd to Park Tce	Install advanced warning signs.	Only one warning sign present at western end to warn eastbound traffic.	\$500

Location	Deficiency	Treatment	Indicative Cost
Pigeon Flat Rd, Meatworks Rd to Park Tce	Lack of bicycle lane signs (start & end) at both ends.	Start bicycle lane (R-7-1-4) sign missing at western end. Start and end bicycle lane signs are installed at wrong location at eastern end (should be west of Park Terrace not at present location west of Ramsay Terrace).	\$500
Existing Footpaths, Several locations	Lack of pram crossings	Construct concrete pram crossings at numerous locations (50 locations identified).	\$75,000

4.2.2 Priority 2 Action List

Location	Deficiency	Treatment	Indicative Cost
Crocker St, Tatiara Tce to McLeod St	Missing link	Extend Cannawigara Road bike lane treatment	\$600
Golf Course Road Route	Narrow roads with recreational cyclists on the road	Install cyclist warning signs along road.	\$600
Senior Rd – Red Bluff Rd Route	Narrow roads with recreational cyclists on the road	Install cyclist warning signs along road.	\$1,200
Barton Steer Road – Cuppa Cup Road	Narrow roads with recreational cyclists on the road	Install cyclist warning signs along road.	\$1,200
Cannawigara Rd near Dining Tce	Wide road for children / elderly to cross	Install kerb outstand of pedestrian refuge island	\$5,000
Cannawigara Rd, Between Park Tce and Ramsay Tce	Wide footpath	Install signage to upgrade to shared path	\$1,200
Park Tce, north of Bulk St	Lack of crossing for children to cross the road	Install school crossing facility at the location (subject to pedestrian crossing count and traffic data meet the warrant like Naracoorte Rd at north of Victoria Pde)	\$40,000
Rural cycle routes	Narrow roads with recreational cyclists	Develop plan for all routes and install cyclist warning sign along road	See above

4.2.3 Priority 3 Action List

Location	Deficiency	Treatment	Indicative Cost
East Tce, Smith St to North Tce	Narrow path	Upgrade to a shared path 2.5m wide on east side of the road	\$36,000
Haynes St, Between South Tce and DeCoursey St	Missing link	Construct footpath on west side	\$30,000
Meatworks Rd, Cannawigara Rd to Pigeon Flat Rd	Lack of pavement for cyclist riding on shoulder	Off road cycle path linking into the wetlands	\$200,000
Naracoorte Rd, Clayton Farm Tck to Meatworks Rd	Missing link	Design and construct the shared path treatment on road reserve	\$120,000
Park Tce, Between Buick St and South Tce	Missing link	Investigate formalisation of the school drop off facility	\$50,000
Naracoorte Rd (west side), south of South Tce	Missing link	Investigate, design and construct the path within unsealed carpark to connect to existing paths	\$15,000
Venn Ave, Between Murray St and Elizabeth Ave	Missing link	Investigate, design and construct path	\$250,000
Recreation lake to CBD	Missing link	Investigate, design and construct path. Includes pedestrian crossing over railway line	\$200,000
Wildlife Park to CBD	Missing link	Investigate, design and construct path. Includes pedestrian crossing over railway line	\$200,000
Naracoorte Road, South Ave to Clayton Farm	Narrow paths	Investigate options when due for renewal	\$100,000
South Ave, Between Naracoorte Rd and Western Dr	Missing link, high volumes of pedestrians on a B-Double route	Investigate, design and construct path	\$95,000

4.3 Keith

4.3.1 Priority 1 Action List

Location	Deficiency	Treatment	Indicative Cost
Naracoorte Rd, Tolmer Tce North intersection	Install shared path end sign on existing pole.	Give way sign present but no shared path end sign.	\$150
Park Tce, Naracoorte Rd / Peppercorn Ln intersection	Holding rail incorrectly installed. Holding rail is too far from crossing point.	Relocate holding rail.	\$1,000
Park Tce, Wynarling Rd intersection	Install bicycle/pedestrian warning signs.	W6-7 sign installed but W8-23 sign missing.	\$100
Dukes Hwy, near Emu Flat Rd	Install bicycle crossing warning signs prior to this location on both approaches.	W6-7 sign installed but W8-23 supplementary plate missing. Pruning may be required as signs are obscured by tree branches.	\$100 + allow extra cost for pruning if required
Emu Flat Rd, near Dukes Hwy	Install bicycle warning signs with "next xx km".	W6-7 sign installed but supplementary plate incorrectly installed. The yellow "Next 13km" (W8-17) supplementary plate should be used instead.	\$100
Mount Charles Rd, near Riddoch Hwy	Install bicycle warning signs with "next xx km".	Signage incorrectly installed. W6-7 sign should be used rather than G9-57 sign.	\$200
Riddoch Hwy, near Naracoorte Rd	Install bicycle crossing warning signs prior to this location on both approaches.	W6-7 sign installed but W8-23 supplementary plate missing.	\$100
Existing Footpaths, Several locations	Lack of pram crossings at numerous locations	Construct concrete pram crossings (4 locations identified)	\$6,000

4.3.2 *Priority 2 Action List*

Location	Deficiency	Treatment	Indicative Cost
Anzac Tce, between Memorial Ave & Heritage St	Missing link for shared path	Upgrade to shared path by installing signage	\$600
Heritage St, between Anzac Tce & Oval	Missing link	Install short section of path to connect existing paths	\$6,700
Memorial Ave, between Preston St & Anzac Tce	Narrow footpath	Upgrade to shared path	\$46,000
Memorial Ave, north of Bruce Ave	Lack of safe crossing point	Install school crossing facility at the location (subject to pedestrian crossing count and traffic data meet the warrant).	\$40,000
Hill Ave, between Riddoch Hwy & Memorial Ave	No bicycle lanes on road	Install bicycle lanes on road	\$5,000
Dukes Highway Carpark	Insufficient room for car parking resulting in cars parking on the shared path	Design and widen carparking area	\$10,000

4.3.3 *Priority 3 Action List*

Location	Deficiency	Treatment	Indicative Cost
Existing shared paths, several locations	Narrow paths	Widen the paths to at least 2.5 m.	
Wynarling Rd, Between Park Tce and Stirling Rd	Missing link	Design and construct path	\$75,000
Heritage St, Between Ellis St and Makin St	Missing link	Design and construct path	\$100,000
Ellis St footpath	Cars and trucks park on footpath	Realign footpath through Lions Park	\$50,000

4.4 Mundulla

4.4.1 Priority 1 Action List

Location	Deficiency	Treatment	Indicative Cost
Pigeon Flat Rd	Lack of warning sign	Install bicycle warning signs with "next xx km".	\$400
Nalang Rd – Wirrega Rd – Strawberry Ln – Mile Ln Route	Lack of warning sign	Install bicycle warning signs	\$900
Kennedy Street / Hinge Street	Lack of pram crossing	Construct concrete pram crossing (one location identified)	\$1,500
Nalang Creek bridge	Narrow bridge lack of space for cyclists and pedestrians	Working with DIT to investigate possibility of a pedestrian bridge next to the road bridge.	\$100,000

4.4.2 Priority 2 Action List

Location	Deficiency	Treatment	Indicative Cost
Nil	-	-	-

4.4.3 Priority 3 Action List

Location	Deficiency	Treatment	Indicative Cost
Rowney Rd, from Mundulla to Curfew Lane	Missing link	Design and construct the shared path on road reserve.	\$75,000
Rowney Rd, from Curfew Lane to Meatworks Rd	Missing link	Design and construct the shared path on road reserve.	\$145,000

4.5 Wolseley

4.5.1 Priority 1 Action List

Location	Deficiency	Treatment	Indicative Cost
Tatiara Rd – Teatrick Rd - Grossers Rd – Wiese Rd – Frances Rd – Naracoorte Rd Route	Lack of warning signs	Install bicycle warning signs with "next xx km".	\$2,000

4.5.2 Priority 2 Action List

Location	Deficiency	Treatment	Indicative Cost
Nil	-	-	-

4.5.3 Priority 3 Action List

Location	Deficiency	Treatment	Indicative Cost
Nil	-	-	-

4.6 Padthaway

4.6.1 Priority 1 Action List

Location	Deficiency	Treatment	Indicative Cost
Beeamma-Parsons Rd	Lack of warning sign	Install bicycle warning signs with "next xx km".	\$400
Vogelsang Rd	Lack of warning sign	Install bicycle warning signs with "next xx km".	\$400
Nyroca Rd	Lack of warning sign	Install bicycle warning signs with "next xx km".	\$400
Hoare Terrace / Summers Road	Lack of pram crossing	Construct concrete pram crossing (one location identified)	\$1,500

4.6.2 Priority 2 Action List

Location	Deficiency	Treatment	Indicative Cost
Barker St	Missing footpath link	Construct footpath	\$21,500

4.6.3 Priority 3 Action List

Location	Deficiency	Treatment	Indicative Cost
Memorial Dr	Shared path terminated at Riddoch Hwy	Construct shared path at eastern side of road	\$21,500
Beeamma Parsons Rd	Missing link	Design and construct shared path from the caravan park to Memorial Drive	\$90,000

5.0 CONCLUSIONS AND RECOMENDATIONS

5.1 Conclusions

The process for development of the Strategic Pathways Plan for Tatiara has proved effective in identifying deficiencies in the current network and opportunities for improvement. Implementation of proposed enhancements to physical infrastructure will be dependent on the Council's funding priorities over the next few years and, in the case of more significant Priority 2 and Priority 3 improvements, further public consultation as well as detailed design.

More detailed conclusions follow:

There was one bicycle-related crash in the Tatiara District Council region within the five-year period from 2014-2018, however it does not appear to be significant.

1. The existing network has several deficiencies, most notably –
 - a) Some of the off-street shared paths are not wide enough to allow adequate mixed use by pedestrians, cyclists and mobility scooter users, increasing the risk of collision.
 - iii.
 - b) Some shared path signs are missing or incorrectly installed.
 - c) Some bicycle and pedestrian warning signs are missing or incorrectly installed.
 - d) Some shared paths have missing segments in between and therefore poorly connected.
 - e) There are missing or discontinued footpaths in numerous locations. Kerb ramps are sometimes present on one end but is missing on the other.
2. An enhanced network for Tatiara is proposed which aims to provide safer facilities for vulnerable road users, with completed links into the existing network and various new elements based upon community identified needs. The enhanced network aims to link residential developments with schools and educational institutions, recreational facilities, trails and paths, as well as catering for commuting trips and where cost effective, the needs of road cycling groups. Key elements of the expanded network are –
 - a) Provide more footpaths infrastructure in high population density areas.
 - b) Upgrade existing bicycle infrastructure.
 - c) Improve connectivity between footpath and shared paths.
 - d) Identify other infrastructure improvements.
3. A suggested three stage implementation program for the delivery of proposed physical infrastructure enhancements has been developed. Works priorities are defined below –

Priority 1 – Works (generally of low cost) required to ensure that existing paths comply with the current standard and proper crossings are provided at critical desired locations. Widening or sealing of existing narrow paths is not included in the list as it will be a higher cost to implement. Priority 1 works should be undertaken as soon as funds and resources become available, but not later than 12 months.

Priority 2 – Works (generally of low to medium cost) required to complete critical linkages in the existing network. Priority 2 works should be undertaken in the next 2 to 4 years.

Priority 3 – Works (generally of medium to high cost) to expand other opportunities within the Tatiara District. Priority 3 works should be undertaken in the next 5 to 10 years if the works fit within the Council's overall capital works funding priorities. Most Priority 3 works will need to be separately scoped, with preliminary design and cost estimates provided (plus further public consultation where appropriate), before implementation of these recommendations.

5.2 Recommendations

The following recommendations are presented for consideration by the Council:

1. The "Strategic Pathways Plan for Tatiara", as described in this Final Report, be adopted by Council and operate for an initial five-year period from August 2021 to June 2031.
2. Subject to an interim review of its continuing relevance, to be completed not later than June 2026, operation of this plan be extended for a further period of up to five years from July 2026 to not later than June 2031.
3. The Priority 1 Action List for the network enhancements, as described in Section 4 of this report, be approved by the Council for implementation between July 2021 and June 2022.
4. The Priority 2 Action List for the network enhancements, as described in Section 4 of this report, be approved by the Council for implementation between July 2022 and June 2026 (at the latest), subject to an appropriate level of further design and community consultation for each individual project.
5. Individual projects within the Priority 3 Action List for network enhancements, as described in Section 4 of this report, be considered by the Council for implementation within a maximum ten-year time frame, subject to funding priorities and an appropriate level of further design and community consultation for each individual project.
6. The Council approves development of a bicycle and pedestrian awareness and education program, including appropriate presentations to school and community groups, as well as signage at key entrances to the townships, which identifies them as "bicycle and pedestrian friendly" communities offering safe opportunities for the use of bicycles and the promotion of walking in and around the townships.

Appendix A

Maps of Existing Network

LEGEND

- SHARED PATH
- BICYCLE ROUTE
- ON-ROAD BICYCLE LANE
- BICYCLE PARKING
- KOALA CROSSING
- PATH INTERSECTION TREATMENT

INSET MAP

SHARED PATH CONTINUES TO CLAYTON FARM TRACK

REFER TO INSET MAP

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Client	TATIARA DISTRICT COUNCIL		
Project	TATIARA STRATEGIC PATHWAY PLAN FOR BORDERTOWN EXISTING BICYCLE NETWORK		
Drawn:	ZW	Checked:	KY
Scales:	Not in Scale	Sheets in Set:	***
Drawing Number:	TA132-B-01		
March 2021			

LEGEND

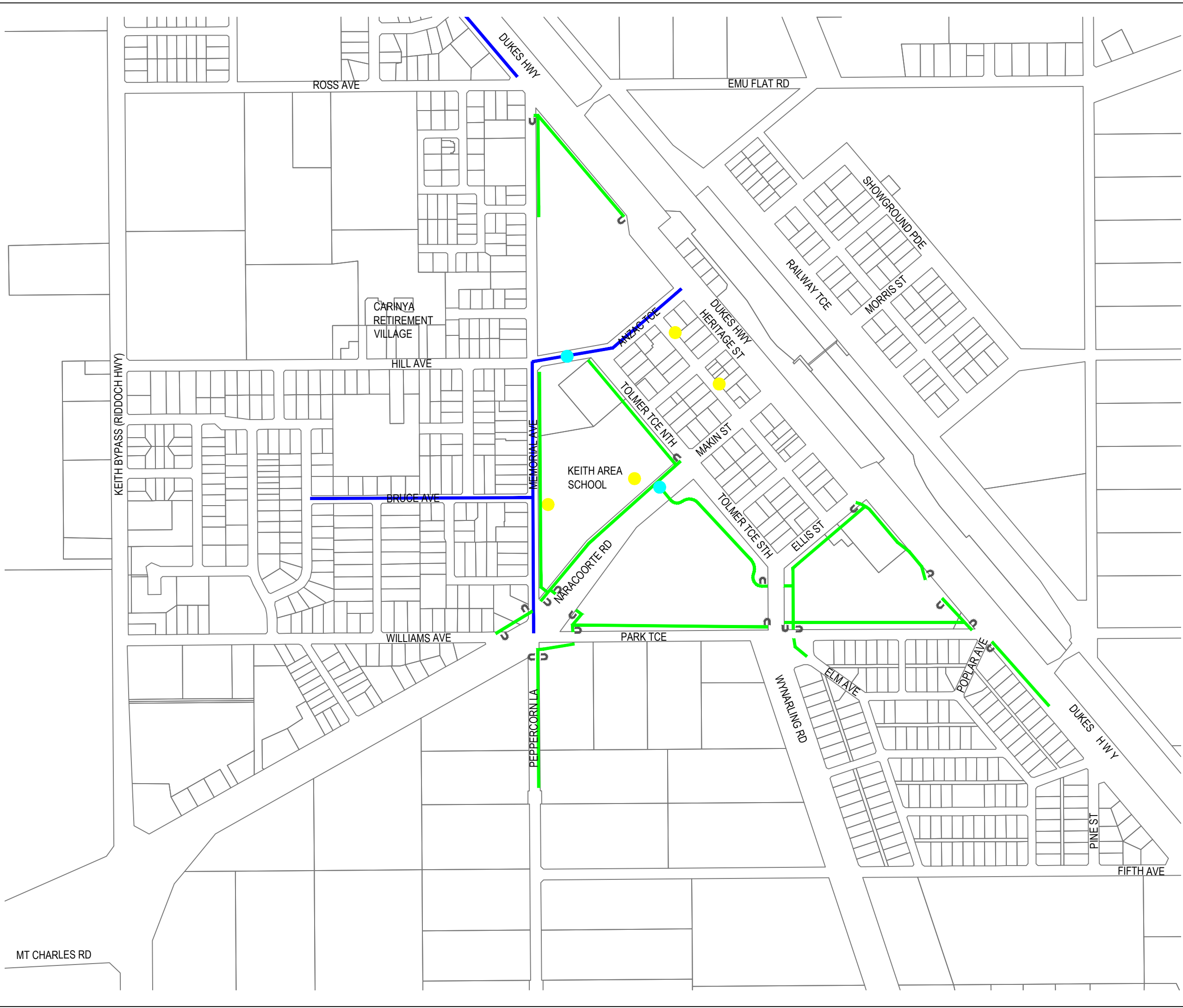
SHARED PATH

BICYCLE ROUTE

BICYCLE PARKING

EMU CROSSING

PATH INTERSECTION TREATMENT



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Client

TATIARA DISTRICT COUNCIL

Project

TATIARA STRATEGIC PATHWAY PLAN
FOR KEITH
EXISTING BICYCLE NETWORK

Drawn: ZW

Checked: KY

Scales: Not in Scale

Sheets in Set: ***

Drawing Number:

TA132-K-01

March 2021

LEGEND

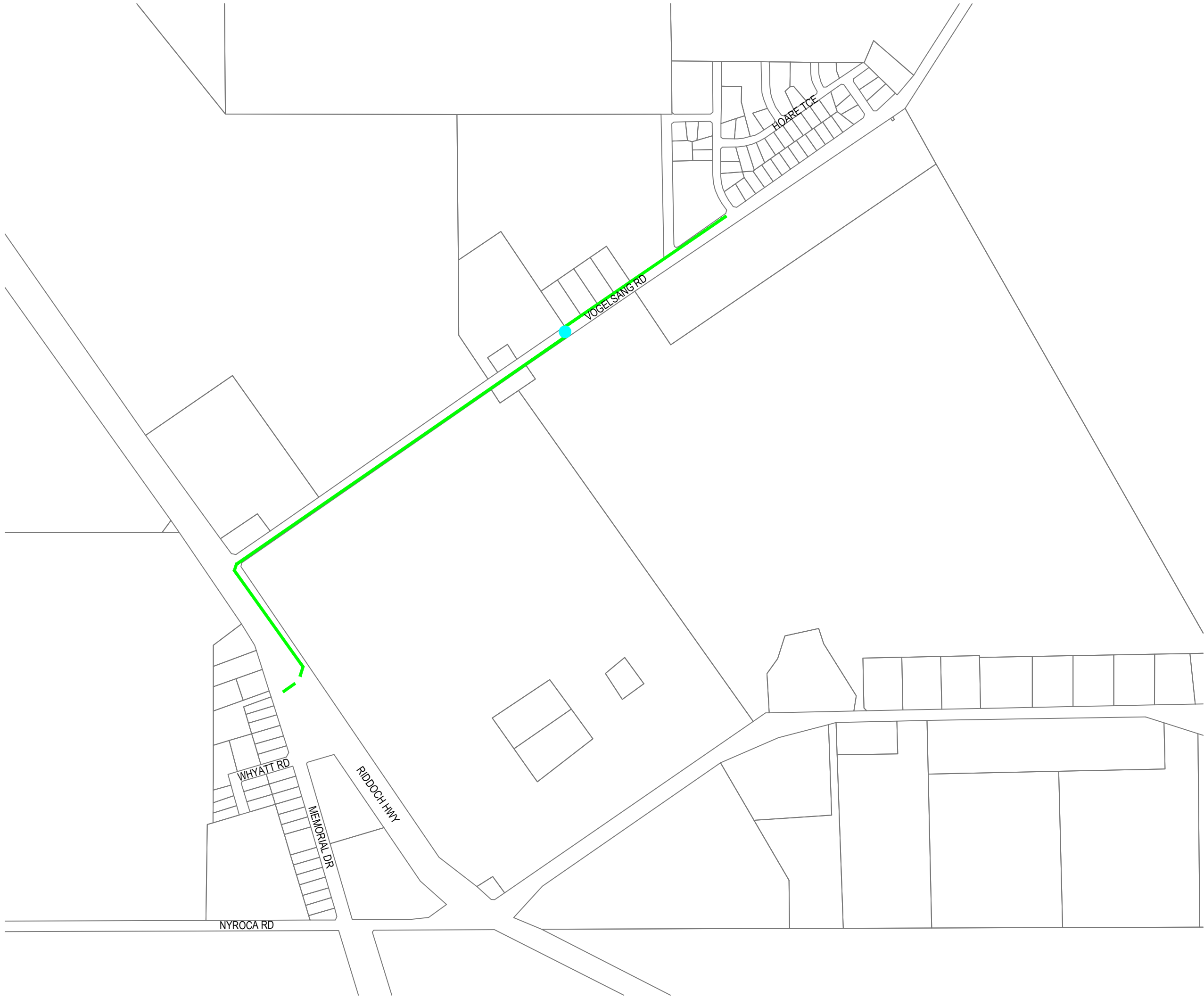
SHARED PATH

BICYCLE ROUTE

BICYCLE PARKING

EMU CROSSING

PATH INTERSECTION TREATMENT



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TATIARA DISTRICT COUNCIL

Project

TATIARA STRATEGIC PATHWAY PLAN
FOR PADTHAWAY
EXISTING BICYCLE NETWORK

Drawn: ZW

Checked: KY

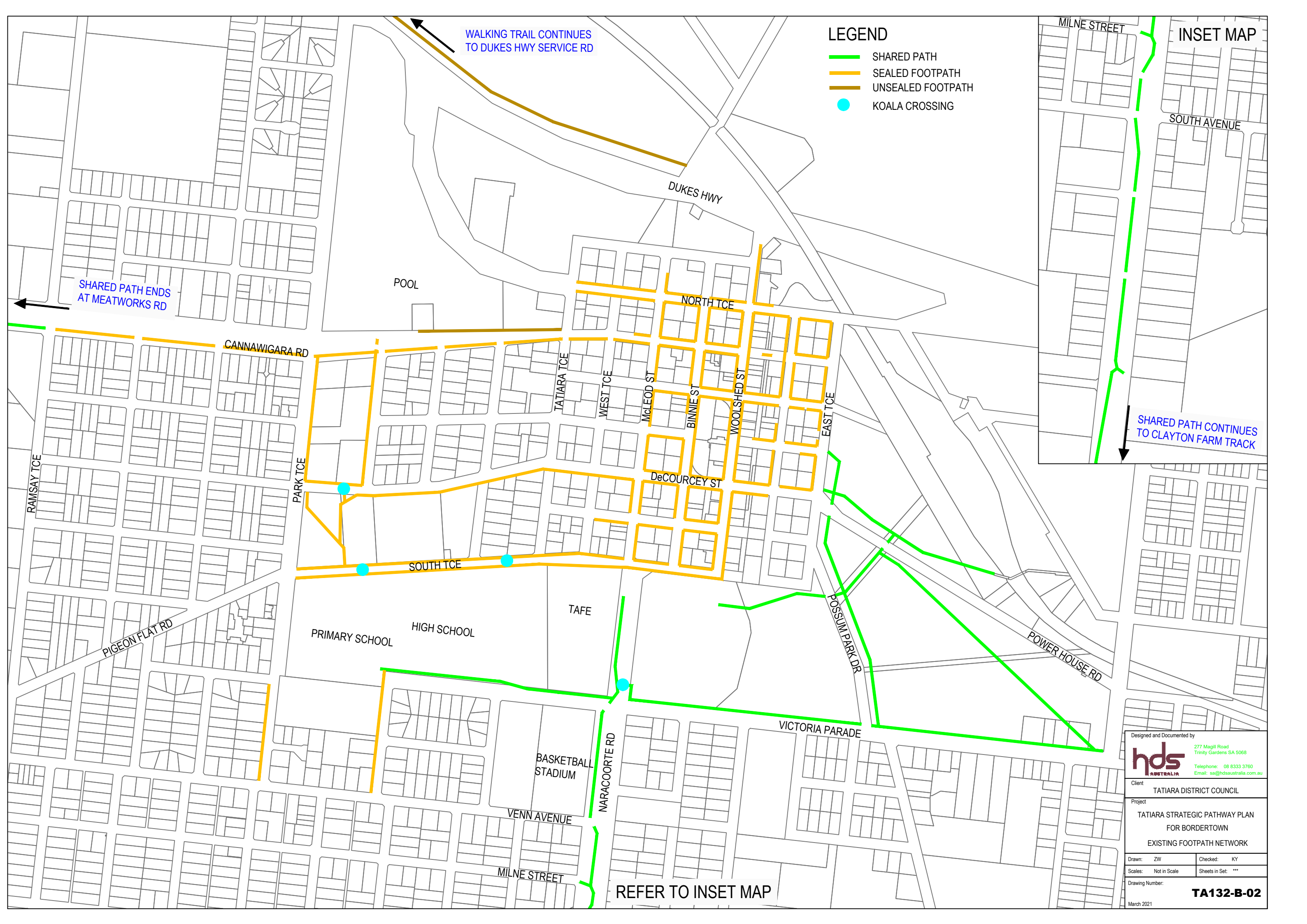
Scales: Not in Scale

Sheets in Set: ***

Drawing Number:

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March 2021



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TATIARA DISTRICT COUNCIL

Project

TATIARA STRATEGIC PATHWAY PLAN
FOR BORDERTOWN
EXISTING FOOTPATH NETWORK

Drawn: ZW

Checked: KY

Scales: Not in Scale

Sheets in Set: ***

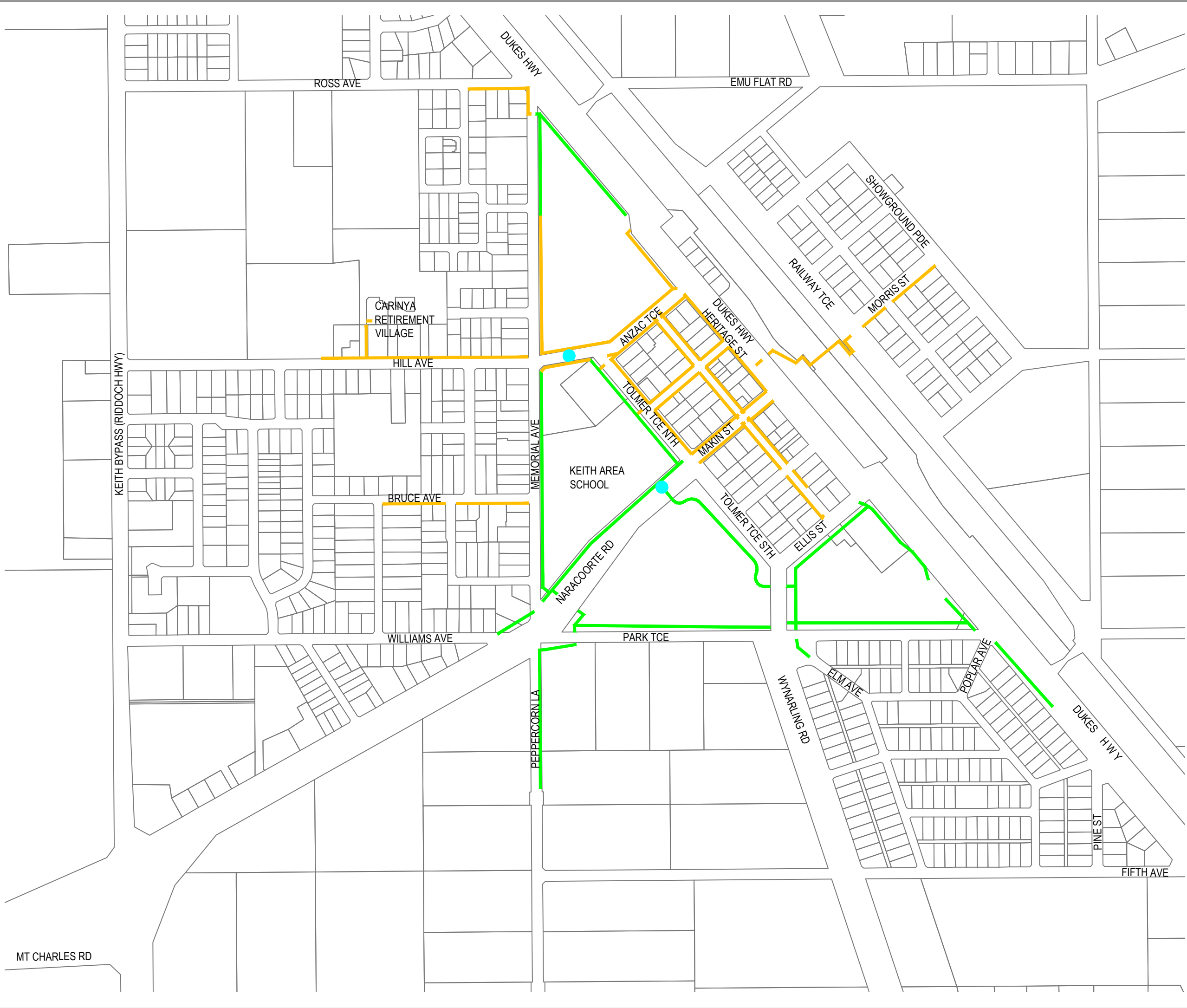
Drawing Number:

TA132-B-02


March 2021

LEGEND

- SHARED PATH
- SEALED FOOTPATH
- UNSEALED FOOTPATH
- EMU CROSSING



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TATIARA DISTRICT COUNCIL

Project

TATIARA STRATEGIC PATHWAY PLAN
FOR KEITH
EXISTING FOOTPATH NETWORK

Drawn: ZW

Checked: KY

Scales: Not in Scale

Sheets in Set: ***

Drawing Number:

TA132-K-02

March 2021

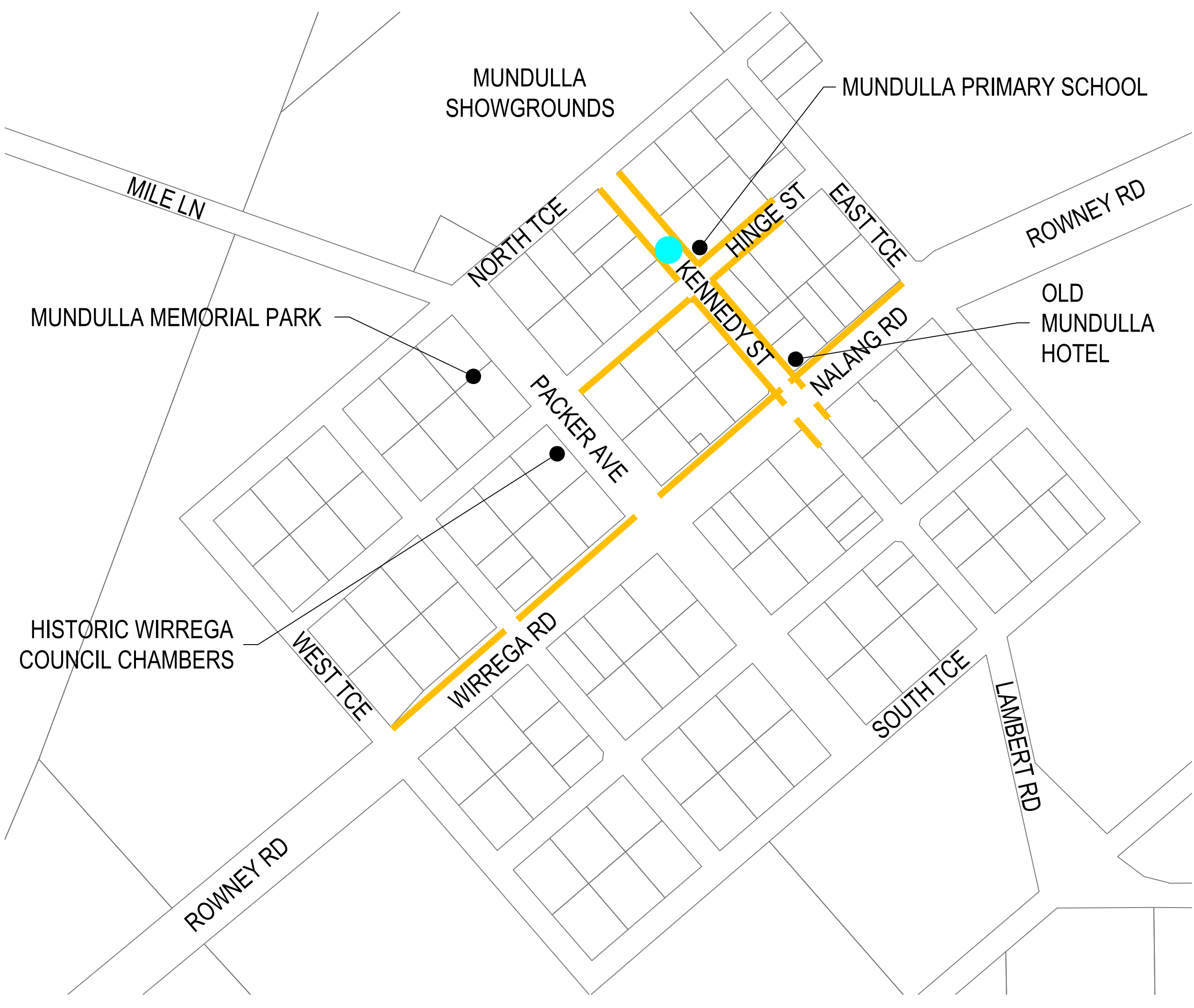
LEGEND

SHARED PATH

SEALED FOOTPATH

UNSEALED FOOTPATH

EMU CROSSING



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TATIARA DISTRICT COUNCIL

Project

TATIARA STRATEGIC PATHWAY PLAN
FOR MUNDULLA
EXISTING FOOTPATH NETWORK

Drawn: ZW

Checked: KY

Scales: Not in Scale

Sheets in Set: ***

Drawing Number:

TA132-M-02

March 2021

- LEGEND
- SHARED PATH
- SEALED FOOTPATH
- UNSEALED FOOTPATH



Designed and Documented by

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Client

TATIARA DISTRICT COUNCIL

Project

TATIARA STRATEGIC PATHWAY PLAN
FOR WOLSELEY
EXISTING FOOTPATH NETWORK

Drawn: ZW

Checked: KY

Scales: Not in Scale

Sheets in Set: ***

Drawing Number:

TA132-W-02

March 2021

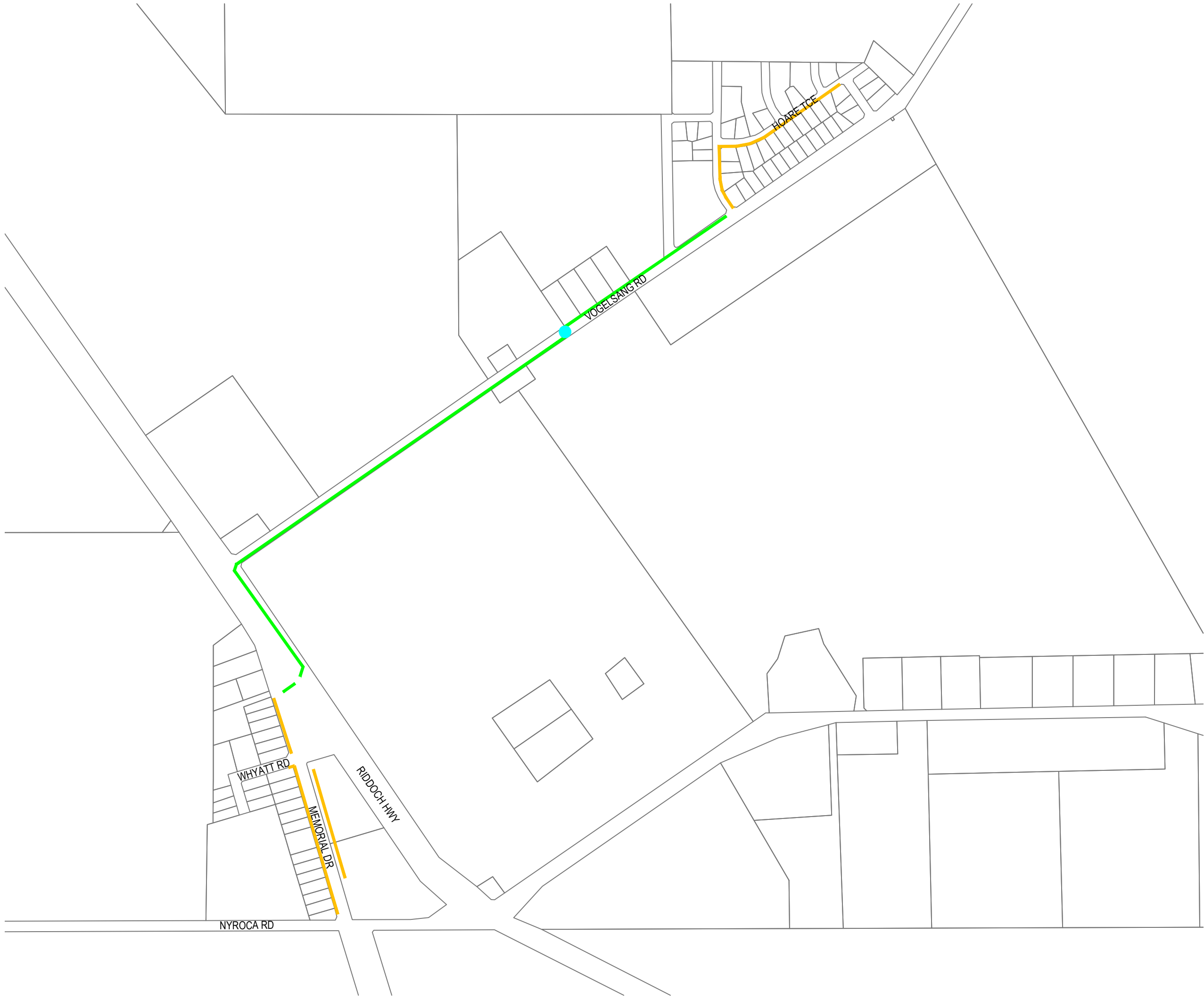
LEGEND

SHARED PATH

SEALED FOOTPATH

UNSEALED FOOTPATH

EMU CROSSING



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Client

TATIARA DISTRICT COUNCIL

Project

TATIARA STRATEGIC PATHWAY PLAN
FOR PADTHAWAY
EXISTING FOOTPATH NETWORK

Drawn: ZW

Checked: KY

Scales: Not in Scale

Sheets in Set: ***

Drawing Number:

TA132-P-02

March 2021

Appendix B

Community Questionnaire

STRATEGIC PATHWAY PLAN FOR THE TATIARA SURVEY QUESTIONNAIRE

Tatiara District Council has engaged HDS Australia, who are road safety and traffic engineering specialists, to develop a new district-wide **Strategic Pathway Plan**. This plan will encompass the entire Tatiara bicycle/footpath network. This plan will be used to guide future bicycle/pedestrian path projects and assist in the preparation of grant funding applications.

Consultation is an important aspect for this project. This survey is the first step in the consultation process. Your support in spending 15 minutes to complete this survey is greatly appreciated. This consultation will ensure that the people of the Tatiara are actively involved in the development of the Strategic Pathway Plan.

PART A – PLEASE TELL US SOME THINGS ABOUT YOURSELF

Name (optional):

Phone or email (optional):

Place you reside (circle one):

Bordertown / Keith / Mundulla / Wolseley / Padthaway / Other

Age (tick one):

< 12 ☐

31 - 40 ☐

13 - 18 ☐

> 40 ☐

19 - 30 ☐

Gender:

Male ☐

Female ☐

PART B – BICYCLE PATHS & LANES

Q1. Do you own or have access to a bicycle? (tick one)

Own ☐

Have access to a bicycle ☐

Don't have access or own ☐

Q2. How frequently do you ride a bike? (tick one)

Every day ☐ At least once a week ☐

Irregularly ☐ Never ☐

Q3. Do you often ride at night? Do you have a light? (tick one answer on each line)

Yes, I often ride at night. ☐ No, I don't often ride at night. ☐

Yes, I have a light. ☐ No, I don't have a light. ☐

Q4. What are the reasons you don't cycle? (multiple answers OK)

Perceived / actual safety concerns ☐

Lack of adequate paths / lanes ☐

Lack of adequate end of trip facilities ☐

Other transport modes are more convenient ☐

Don't own / have access to a bike ☐

Lack of time ☐

Can't ride ☐

Other (please specify)

Q5. What is the main reason you ride a bike? (tick one)

Recreation ☐

Fitness ☐

Commuting (including taking the kids to school) ☐

Utility (e.g. shopping) ☐

Touring ☐

Q6. Have you had a bicycle stolen in the last 10 years? If so, was it securely locked? From where was it stolen? (tick one answer on each line)

Yes, I have . ☐ No, I haven't. ☐

Yes, it was locked. ☐ No, it was not locked ☐

Please specify from where it was stolen.....

Q7. Please list the major routes, roads or designated paths, within or around the Townships which you commonly use when cycling.

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Q8. If you are aware of any specific problems related to cycling in or around the Townships, please describe.

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Q9. What improvements would you like to see that would encourage you to cycle more frequently or at all? (Please be specific and list on order of preference)

e.g.1 - Shared off road bicycle/footpath on Venn Avenue between Philip Street and Park Terrace

.....
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PART C – FOOTPATHS

Q10. How frequently do you walk within your Township? (tick one)

- | | |
|----------------------|--------------------------|
| Every day | <input type="checkbox"/> |
| At least once a week | <input type="checkbox"/> |
| Irregularly | <input type="checkbox"/> |

Q11. What is the main reason you walk within your Township? (tick one)

- Fitness ☐
- Commuting (including taking the kids to school) ☐
- Utility (e.g., shopping) ☐

Q12. What mode of transport do you most commonly use for each of the following trip timeframes? (tick one in each timeframe)

Less than 10 mins

- | | | | |
|----------|--------------------------|------------------|--------------------------|
| Walking. | <input type="checkbox"/> | Cycling | <input type="checkbox"/> |
| Driving | <input type="checkbox"/> | Public transport | <input type="checkbox"/> |

10 to 30 mins

- | | | | |
|----------|--------------------------|------------------|--------------------------|
| Walking. | <input type="checkbox"/> | Cycling | <input type="checkbox"/> |
| Driving | <input type="checkbox"/> | Public transport | <input type="checkbox"/> |

More than 30 mins

- | | | | |
|----------|--------------------------|------------------|--------------------------|
| Walking. | <input type="checkbox"/> | Cycling | <input type="checkbox"/> |
| Driving | <input type="checkbox"/> | Public transport | <input type="checkbox"/> |

Q13. Please list the major footpaths, within or around the Townships which you commonly use when walking.

.....

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Q14. If you are aware of any specific problems related to walking in or around the Townships, please describe.

.....

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Q15. What improvements would you like to see that would improve your walking experience in or around the Townships, please describe. (Please name either the street or local destination and list in priority order)

e.g.1 - Footpath / pedestrian refuge island on Venn Avenue between Philip Street and Park Terrace

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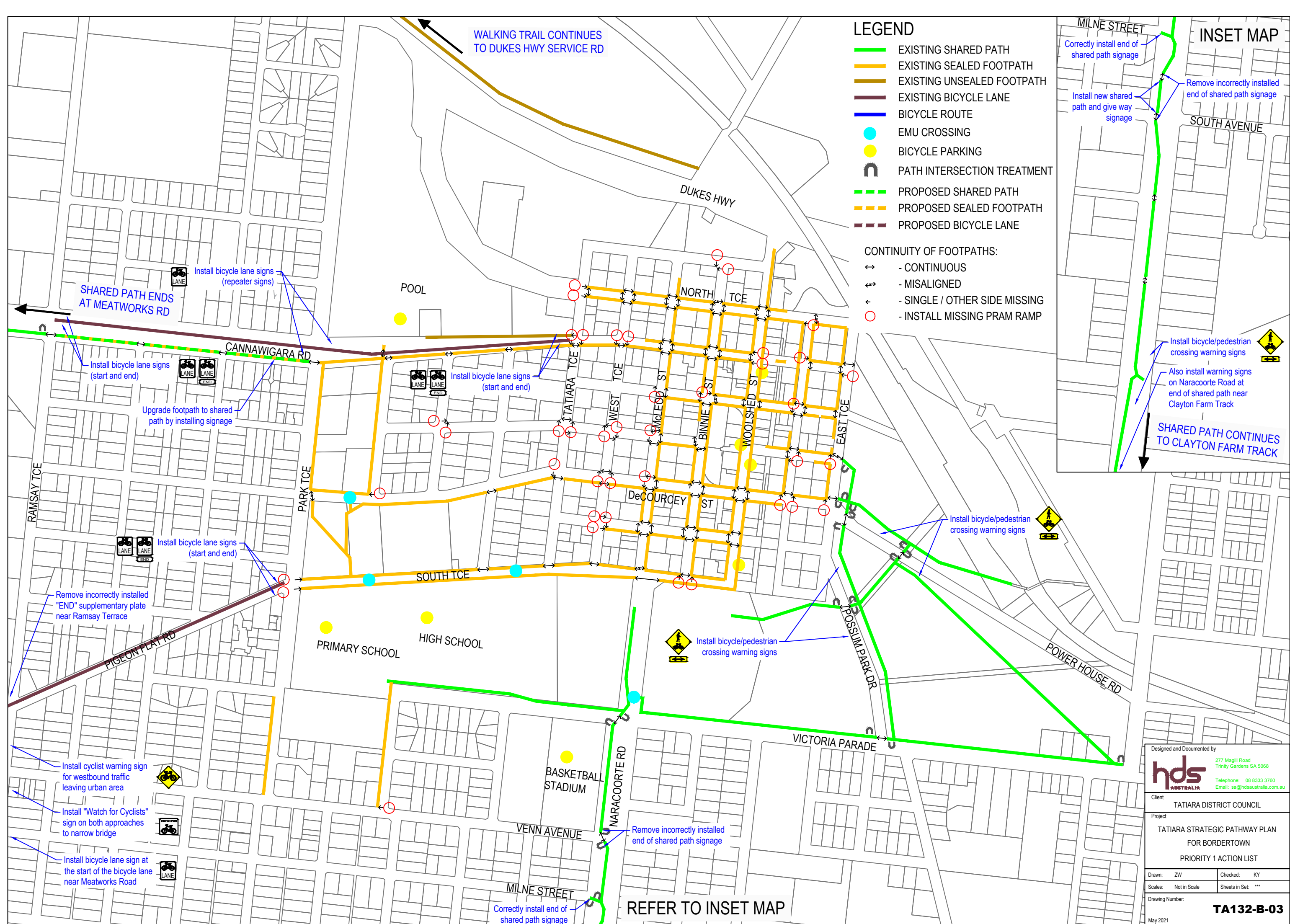
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.....

Tatiara District Council thanks you for your contribution which will assist in developing and improving the footpath and bicycle networks within the Tatiara District.

Appendix C

Maps of Proposed Network Enhancements

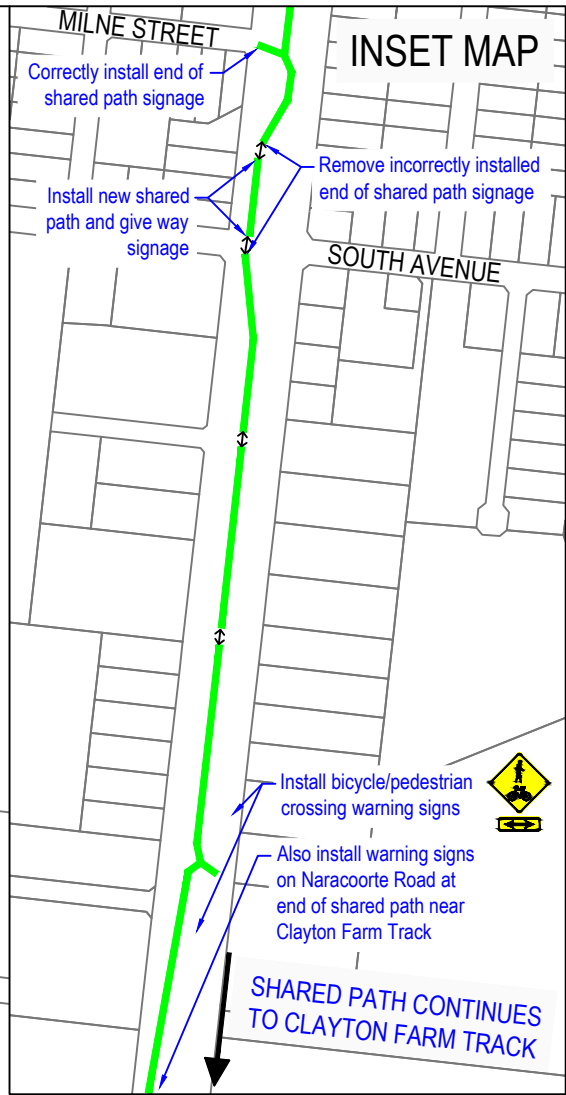


LEGEND

- EXISTING SHARED PATH
- EXISTING SEALED FOOTPATH
- EXISTING UNSEALED FOOTPATH
- EXISTING BICYCLE LANE
- BICYCLE ROUTE
- EMU CROSSING
- BICYCLE PARKING
- PATH INTERSECTION TREATMENT
- PROPOSED SHARED PATH
- PROPOSED SEALED FOOTPATH
- PROPOSED BICYCLE LANE

CONTINUITY OF FOOTPATHS:

- CONTINUOUS
- MISALIGNED
- SINGLE / OTHER SIDE MISSING
- INSTALL MISSING PRAM RAMP



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Client

TATIARA DISTRICT COUNCIL

Project

TATIARA STRATEGIC PATHWAY PLAN
FOR BORDERTOWN
PRIORITY 1 ACTION LIST

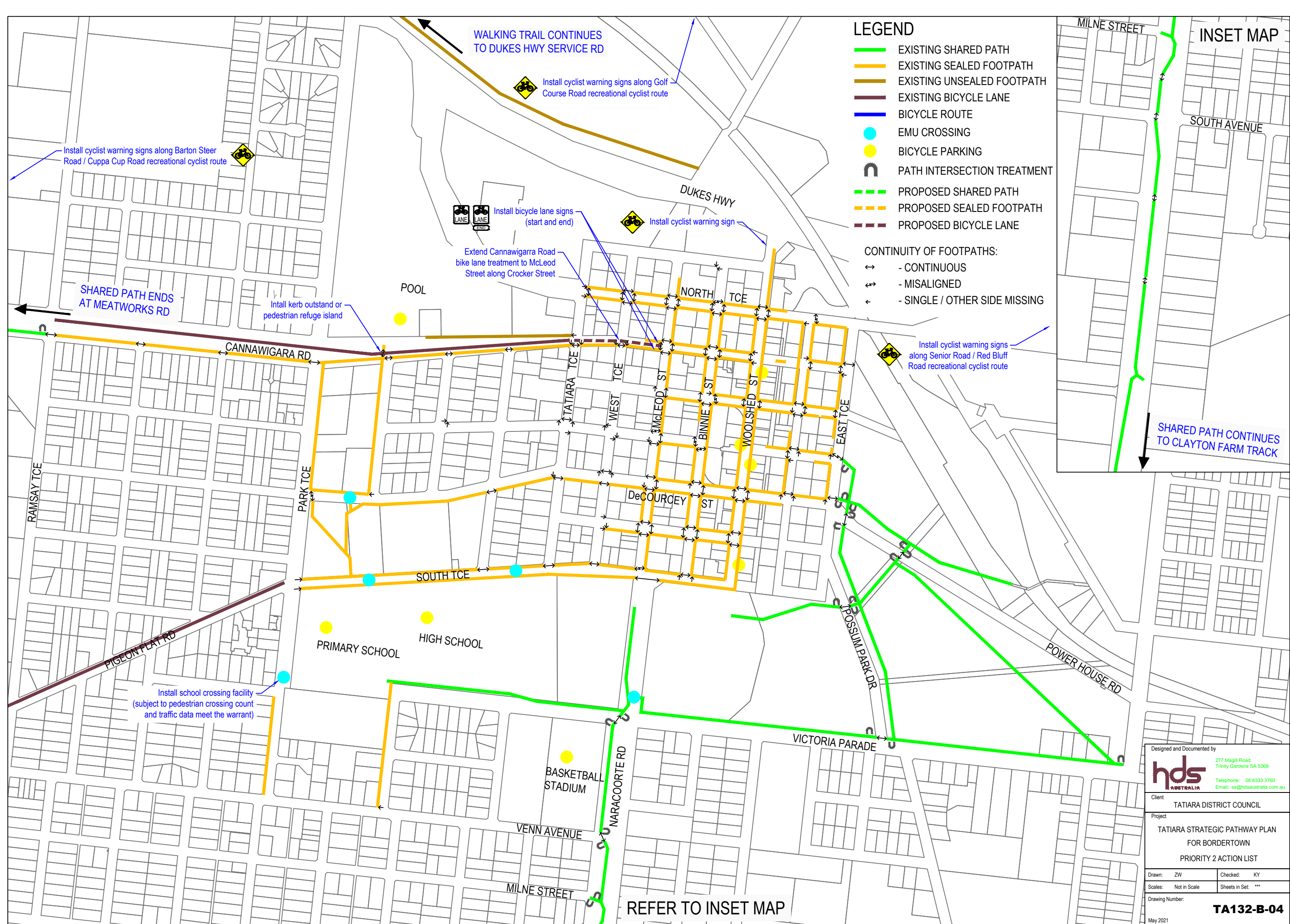
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Scales: Not in Scale Sheets in Set: ***

Drawing Number:

TA132-B-03

May 2021



LEGEND

EXISTING SHARED PATH

EXISTING SEALED FOOTPATH

EXISTING UNSEALED FOOTPATH

EXISTING BICYCLE LANE

BICYCLE ROUTE

EMU CROSSING

BICYCLE PARKING

PATH INTERSECTION TREATMENT

PROPOSED SHARED PATH

PROPOSED SEALED FOOTPATH

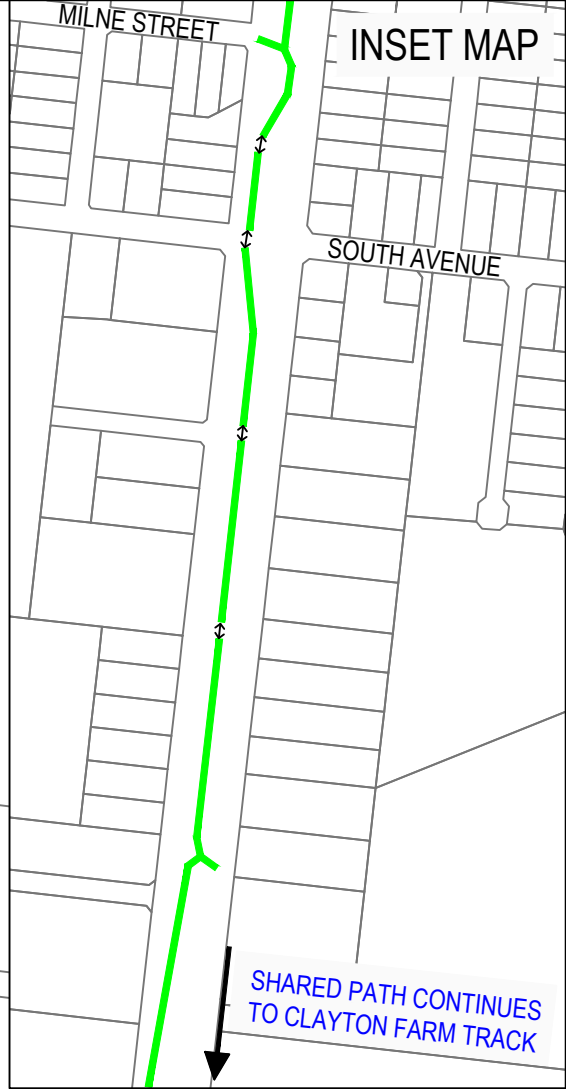
PROPOSED BICYCLE LANE

CONTINUITY OF FOOTPATHS:

- CONTINUOUS

- MISALIGNED

- SINGLE / OTHER SIDE MISSING



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TATIARA DISTRICT COUNCIL

Project

TATIARA STRATEGIC PATHWAY PLAN
FOR BORDERTOWN
PRIORITY 2 ACTION LIST

Drawn: ZW

Checked: KY

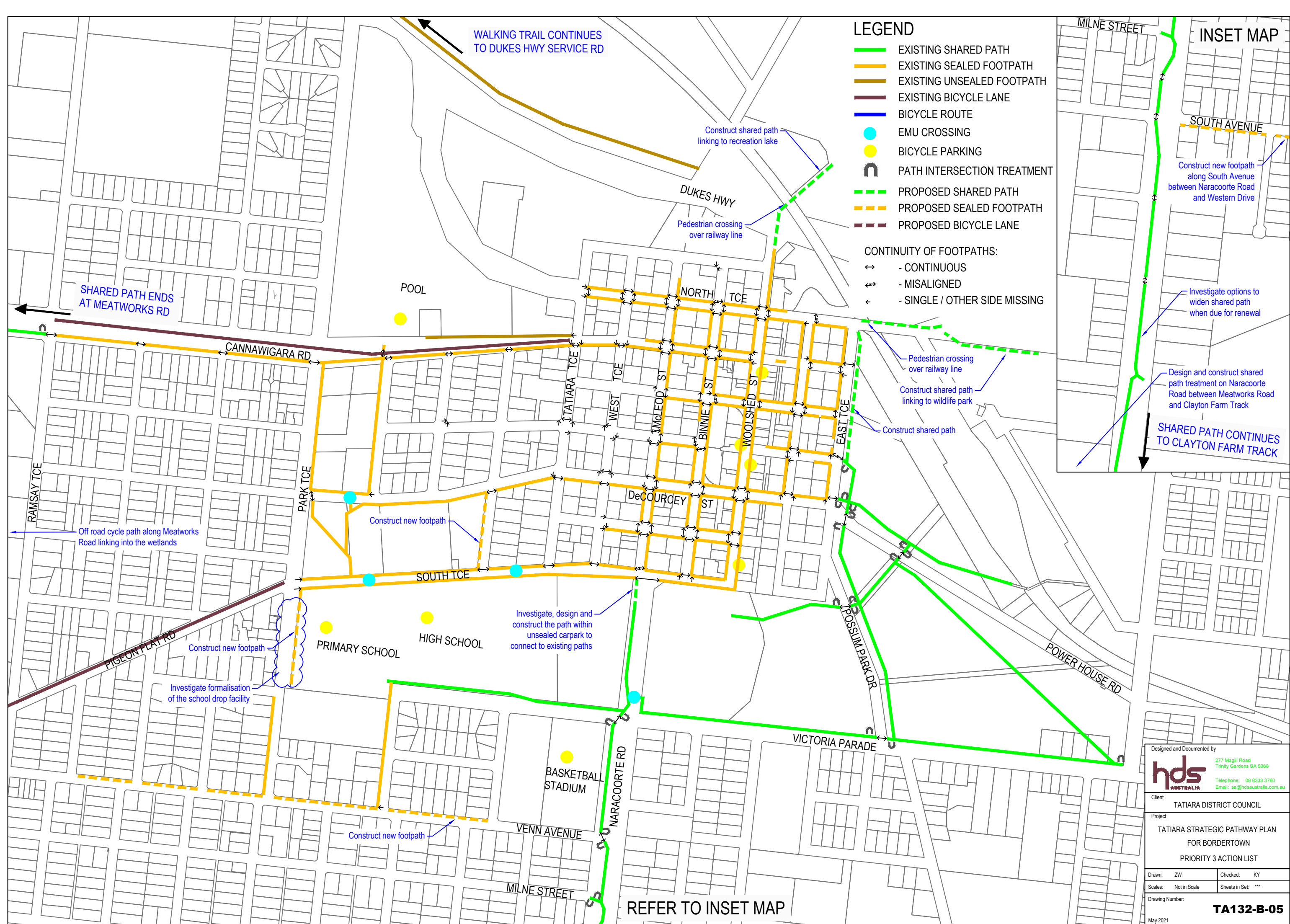
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Sheets in Set: ***

Drawing Number:

TA132-B-04

May 2021

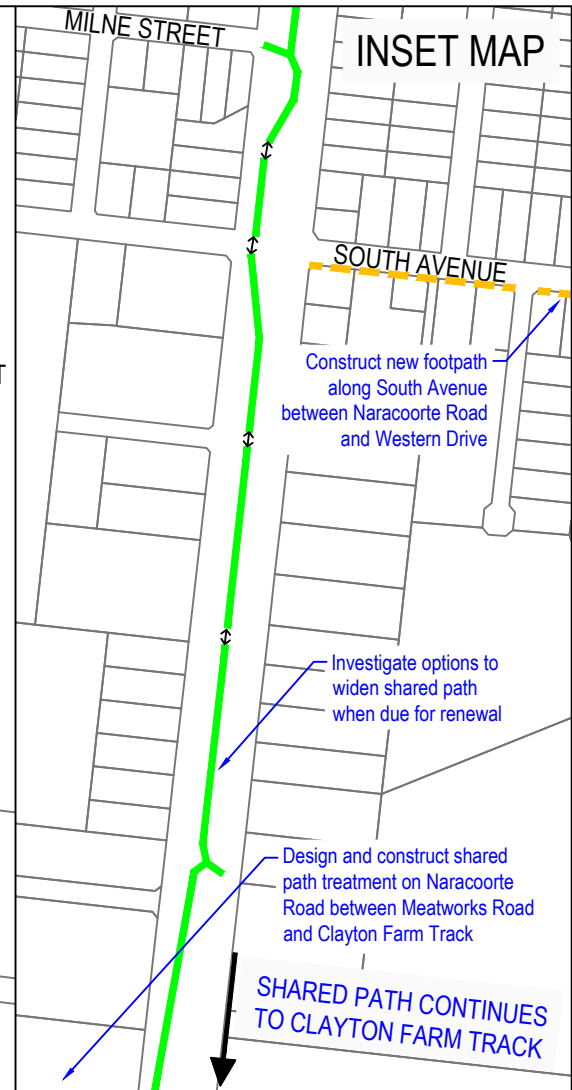


LEGEND

- EXISTING SHARED PATH
- EXISTING SEALED FOOTPATH
- EXISTING UNSEALED FOOTPATH
- EXISTING BICYCLE LANE
- BICYCLE ROUTE
- EMU CROSSING
- BICYCLE PARKING
- PATH INTERSECTION TREATMENT
- PROPOSED SHARED PATH
- PROPOSED SEALED FOOTPATH
- PROPOSED BICYCLE LANE

CONTINUITY OF FOOTPATHS:

- CONTINUOUS
- MISALIGNED
- SINGLE / OTHER SIDE MISSING



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TATIARA DISTRICT COUNCIL

Project
TATIARA STRATEGIC PATHWAY PLAN
FOR BORDERTOWN
PRIORITY 3 ACTION LIST

Drawn: ZW	Checked: KY
Scales: Not in Scale	Sheets in Set: ***
Drawing Number: TA132-B-05	

May 2021

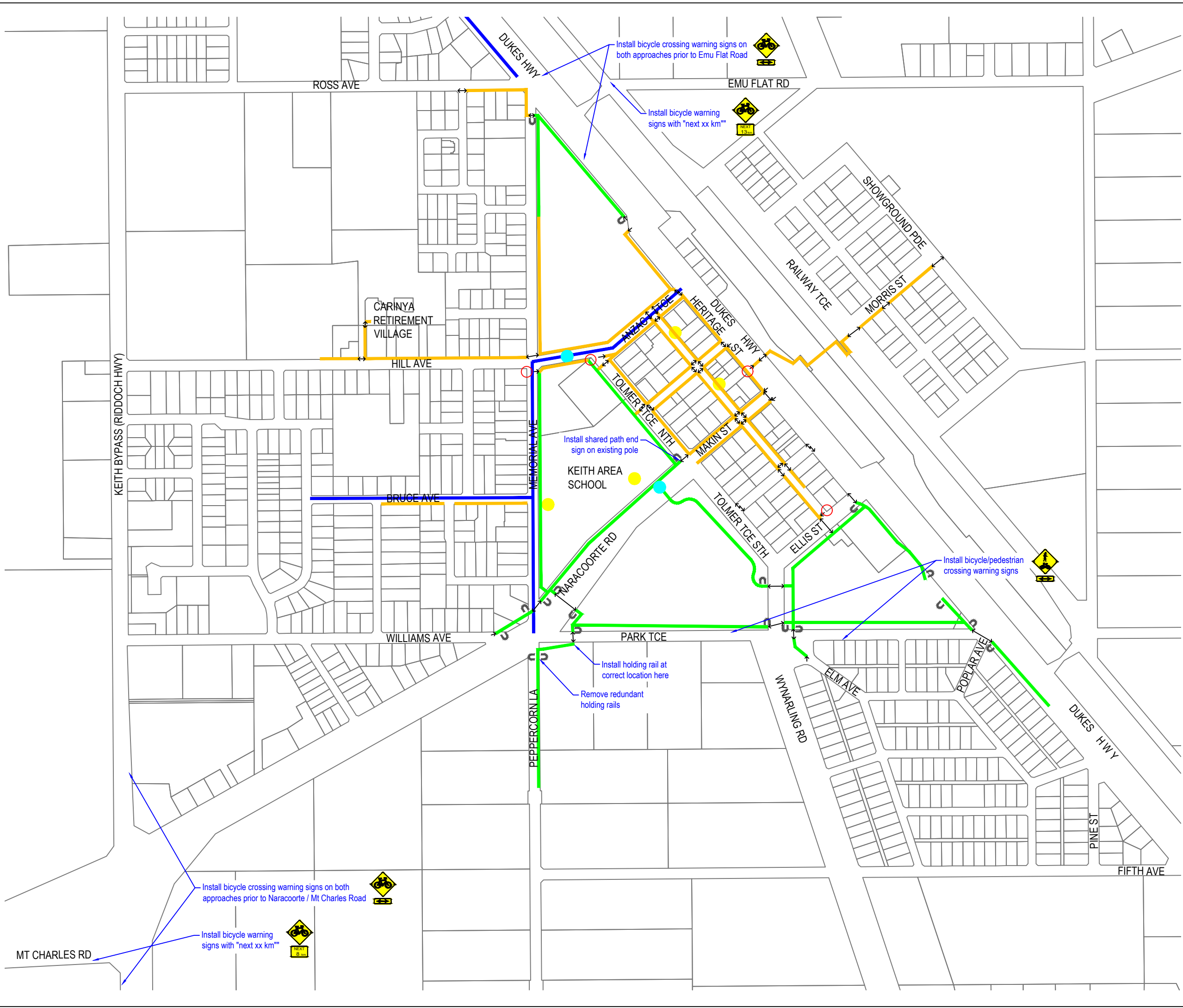


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PROPOSED PEDESTRIAN REFUGE ISLAND CANNAWIGARA ROAD, BORDERTOWN CONCEPT DESIGN	
Drawn: ZW	Checked: KY
Scales: Not in Scale	Sheets in Set: 1
Drawing Number:	
TA132-C01	
August 2021	


LEGEND

- EXISTING SHARED PATH
- EXISTING SEALED FOOTPATH
- EXISTING UNSEALED FOOTPATH
- EXISTING BICYCLE LANE
- BICYCLE ROUTE
- EMU CROSSING
- BICYCLE PARKING
- PATH INTERSECTION TREATMENT
- PROPOSED SHARED PATH
- PROPOSED SEALED FOOTPATH
- PROPOSED BICYCLE LANE

- CONTINUITY OF FOOTPATHS:
- CONTINUOUS
 - MISALIGNED
 - SINGLE / OTHER SIDE MISSING
 - INSTALL MISSING PRAM RAMP



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Client

TATIARA DISTRICT COUNCIL

Project

TATIARA STRATEGIC PATHWAY PLAN
FOR KEITH
PRIORITY 1 ACTION LIST

Drawn: ZW

Checked: KY

Scales: Not in Scale

Sheets in Set: ***

Drawing Number:

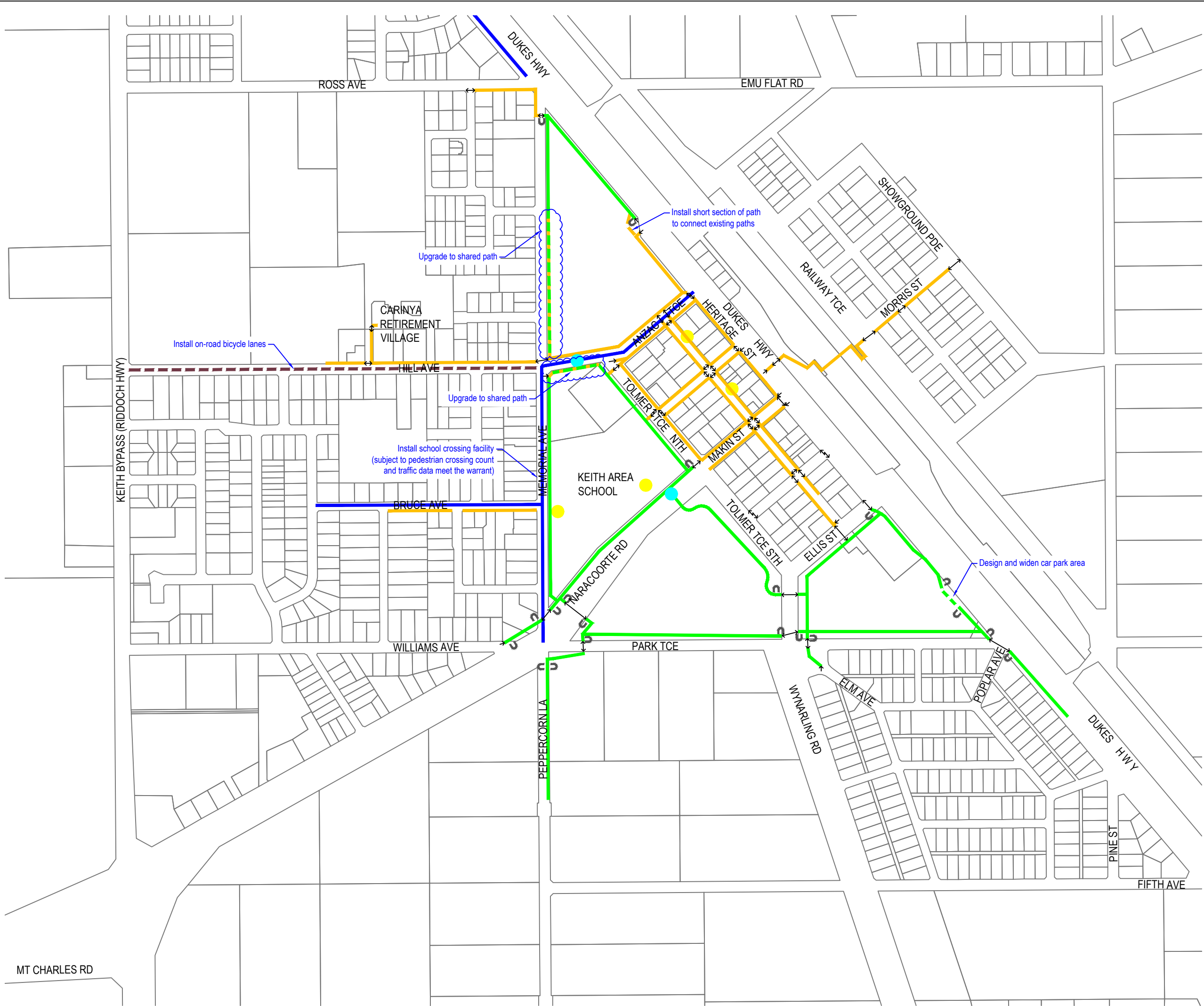
TA132-K-03

May 2021

LEGEND

- EXISTING SHARED PATH
- EXISTING SEALED FOOTPATH
- EXISTING UNSEALED FOOTPATH
- EXISTING BICYCLE LANE
- BICYCLE ROUTE
- EMU CROSSING
- BICYCLE PARKING
- PATH INTERSECTION TREATMENT
- PROPOSED SHARED PATH
- PROPOSED SEALED FOOTPATH
- PROPOSED BICYCLE LANE

- CONTINUITY OF FOOTPATHS:
- CONTINUOUS
 - MISALIGNED
 - SINGLE / OTHER SIDE MISSING



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TATIARA STRATEGIC PATHWAY PLAN
FOR KEITH
PRIORITY 2 ACTION LIST

Drawn: ZW
Scales: Not in Scale
Checked: KY
Sheets in Set: ***

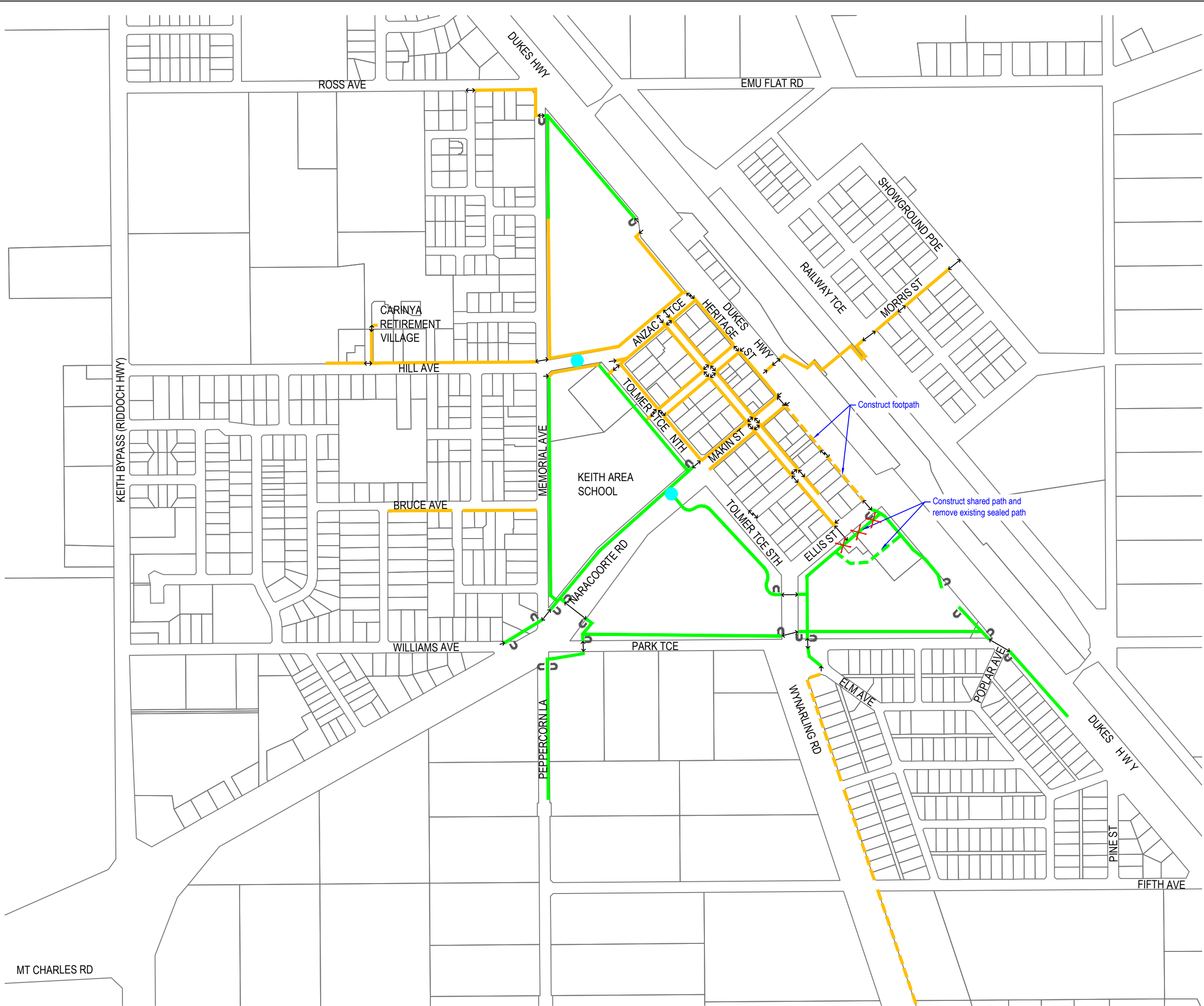
Drawing Number:
TA132-K-04

May 2021

LEGEND

- EXISTING SHARED PATH
- EXISTING SEALED FOOTPATH
- EXISTING UNSEALED FOOTPATH
- EXISTING BICYCLE LANE
- BICYCLE ROUTE
- EMU CROSSING
- BICYCLE PARKING
- PATH INTERSECTION TREATMENT
- PROPOSED SHARED PATH
- PROPOSED SEALED FOOTPATH
- PROPOSED BICYCLE LANE

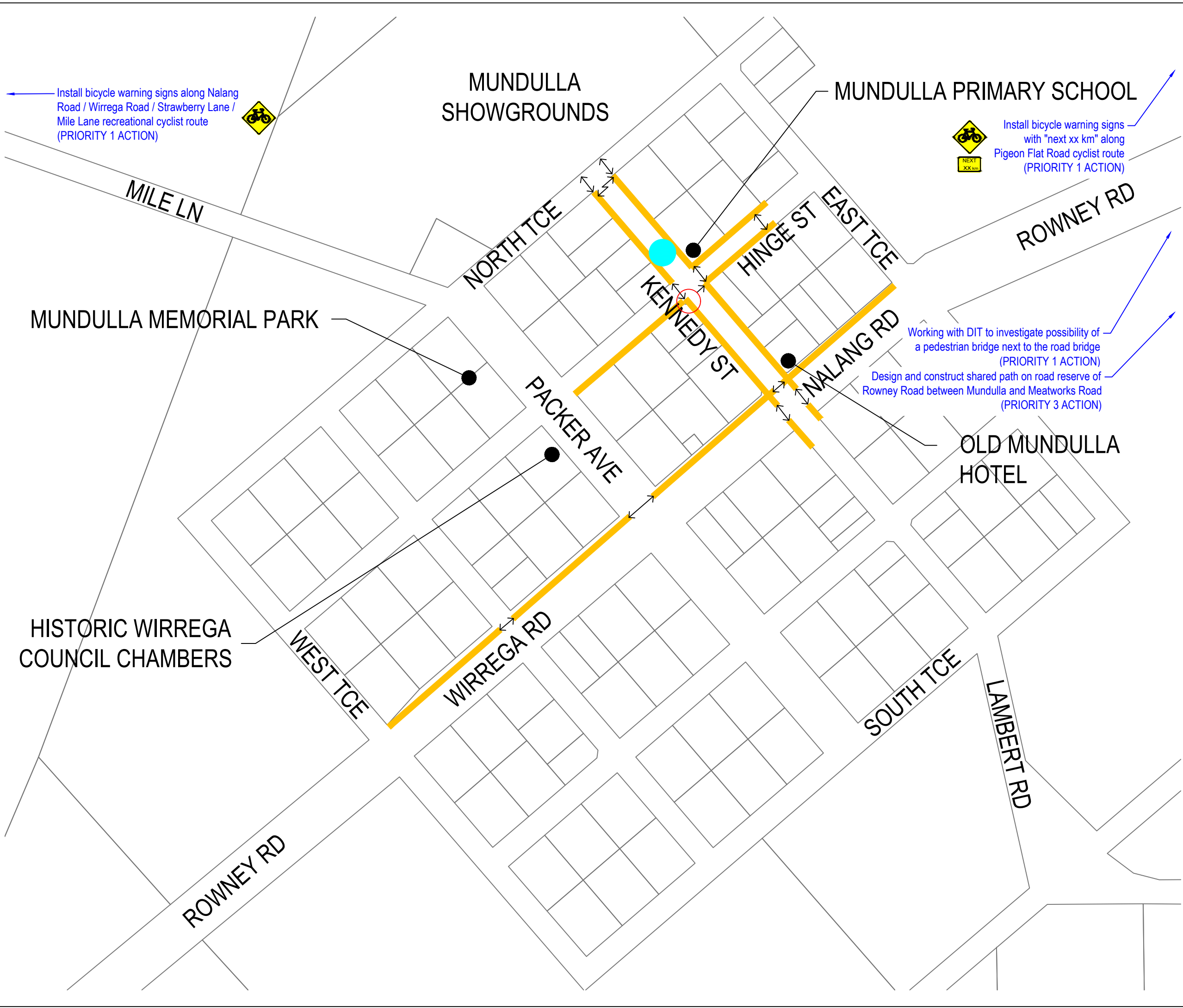
- CONTINUITY OF FOOTPATHS:
- CONTINUOUS
 - MISALIGNED
 - SINGLE / OTHER SIDE MISSING



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Client	
TATIARA DISTRICT COUNCIL	
Project	
TATIARA STRATEGIC PATHWAY PLAN FOR KEITH PRIORITY 3 ACTION LIST	
Drawn: ZW	Checked: KY
Scales: Not in Scale	Sheets in Set: ***
Drawing Number:	
TA132-K-05	
May 2021	



LEGEND

EXISTING SHARED PATH

EXISTING SEALED FOOTPATH

EXISTING UNSEALED FOOTPATH

EXISTING BICYCLE LANE

BICYCLE ROUTE

EMU CROSSING

BICYCLE PARKING

PATH INTERSECTION TREATMENT

PROPOSED SHARED PATH

PROPOSED SEALED FOOTPATH

PROPOSED BICYCLE LANE

CONTINUITY OF FOOTPATHS:

- CONTINUOUS

- MISALIGNED

- SINGLE / OTHER SIDE MISSING

- INSTALL MISSING PRAM RAMP

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TATIARA DISTRICT COUNCIL

Project

TATIARA STRATEGIC PATHWAY PLAN
FOR MUNDULLA
PRIORITY 1,2,3 ACTION LIST

Drawn: ZW

Checked: KY

Scales: Not in Scale

Sheets in Set: ***

Drawing Number:

TA132-M-03

May 2021

LEGEND

- EXISTING SHARED PATH
- EXISTING SEALED FOOTPATH
- EXISTING UNSEALED FOOTPATH
- EXISTING BICYCLE LANE
- BICYCLE ROUTE
- EMU CROSSING
- BICYCLE PARKING
- PATH INTERSECTION TREATMENT
- PROPOSED SHARED PATH
- PROPOSED SEALED FOOTPATH
- PROPOSED BICYCLE LANE

- CONTINUITY OF FOOTPATHS:
- CONTINUOUS
 - MISALIGNED
 - SINGLE / OTHER SIDE MISSING



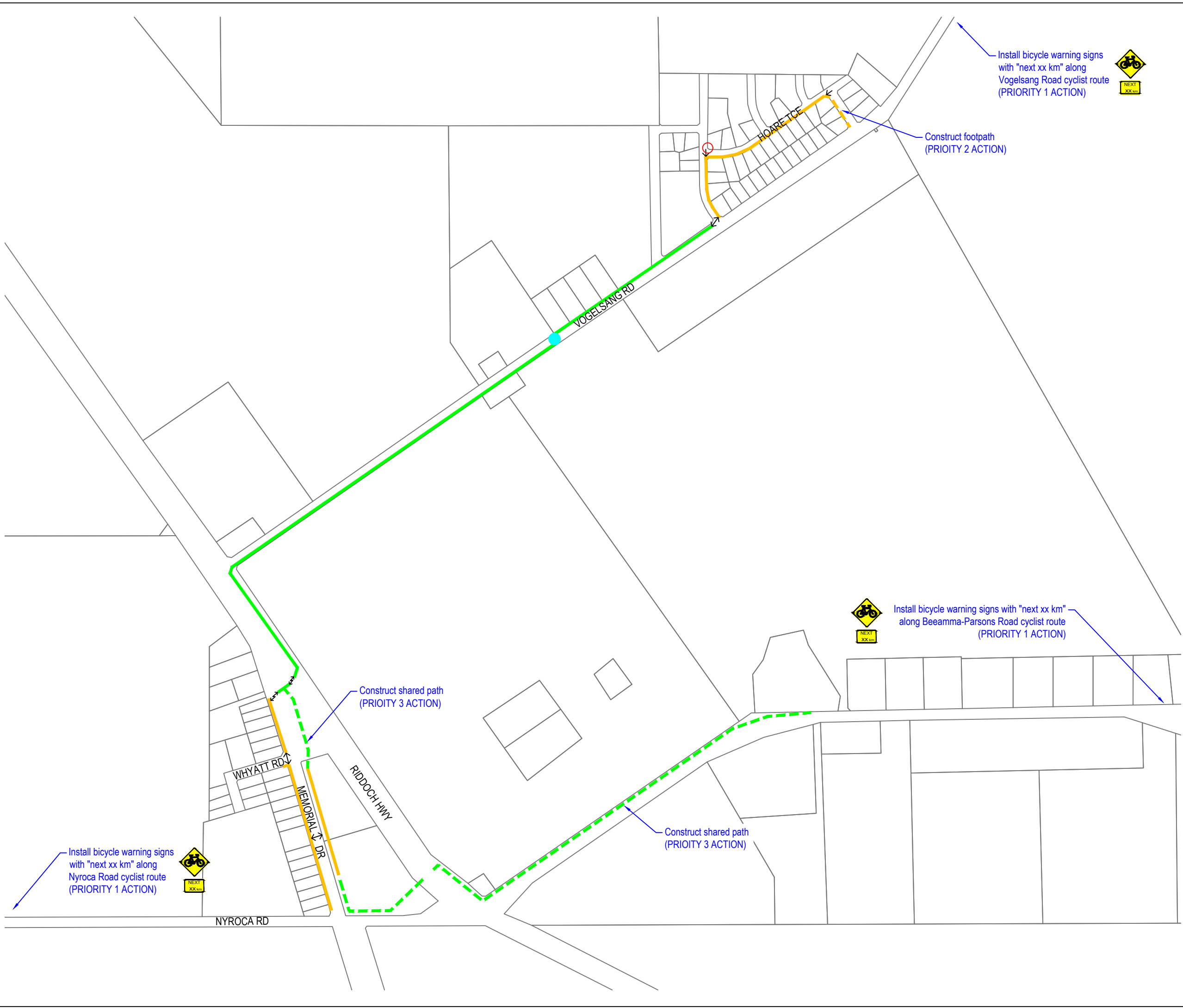
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 277 Magill Road Trinity Gardens SA 5068 Telephone: 08 8333 3760 Email: sa@hdsaustralia.com.au	
Client	TATIARA DISTRICT COUNCIL
Project	TATIARA STRATEGIC PATHWAY PLAN FOR WOLSELEY PRIORITY 1,2,3 ACTION LIST
Drawn: ZW	Checked: KY
Scales: Not in Scale	Sheets in Set: ***
Drawing Number: TA132-W-03	
May 2021	

LEGEND

- EXISTING SHARED PATH
- EXISTING SEALED FOOTPATH
- EXISTING UNSEALED FOOTPATH
- EXISTING BICYCLE LANE
- BICYCLE ROUTE
- EMU CROSSING
- BICYCLE PARKING
- PATH INTERSECTION TREATMENT
- PROPOSED SHARED PATH
- PROPOSED SEALED FOOTPATH
- PROPOSED BICYCLE LANE

CONTINUITY OF FOOTPATHS:

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- MISALIGNED
- SINGLE / OTHER SIDE MISSING
- INSTALL MISSING PRAM RAMP



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Project

TATIARA STRATEGIC PATHWAY PLAN
FOR PADTHAWAY
PRIORITY 1,2,3 ACTION LIST

Drawn: ZW

Checked: KY

Scales: Not in Scale

Sheets in Set: ***

Drawing Number:

TA132-P-03

May 2021

LEGEND

BICYCLE ROUTE



Install cyclist warning signs with "next xx km"
along all recreational cyclist routes



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TATIARA STRATEGIC PATHWAY PLAN FOR TATIARA RECREATIONAL CYCLIST ROUTES	
Drawn: ZW	Checked: KY
Scales: Not in Scale	Sheets in Set: ***
Drawing Number:	
TA132-T-01	
May 2021	