



Sturt River Linear Park Pathway

**Engagement Findings Report
17 February – 10 March 2022**

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Introduction

On 17 February, Council invited the community to view the concept plan for the proposed Sturt River Linear Park Pathway and provide feedback.

The 1.5km pathway extension to the greater 13km Linear Pathway has been identified as a highly important link that will provide numerous transport, recreation, and ecological benefits for the community.

The Sturt River Linear Park (SRLP) forms part of Adelaide's Metropolitan Open Space System (MOSS). It is identified in the State Government's 30-year plan for greater Adelaide as a specific target under its greenways policies. It seeks to establish a continuous public open space link from the Patawalonga Basin in Glenelg North to Frank Smith Park in Coromandel Valley, with links to the Belair National Park

This particular concept design has been developed to complete the 'missing link', the final stage in the existing Sturt River Linear Park pathway network. This final section for the Linear Pathway follows the Sturt River/ Warripari from where the existing linear pathway terminates at Pine Avenue through to Tapleys Hill Road in Glenelg North.

All submissions have been collated and are available upon request.

Brief Description of Engagement Methodology

This community engagement ran from 17 February to 10 March 2022, a total of 21 days.

The views of the community were collected via:

- Council's website - the council's engagement website (www.yourholdfast.com/SRLP)
- Email submissions, phone calls and letters.
- Requested 1:1 site meetings
- Virtual Meetings via zoom on request

And promoted through:

- Two registered user update - via email to a 1800+ database.
- Emails sent to identified Stakeholders including Bike Adelaide, SA Water, Wellbeing SA, Department of Transport and Infrastructure, Friends of Sturt River and Walking SA/Active Living Coalition.
- Letter box drop to 1500 letters to people with a 300m radius of the site.
- City of Holdfast Bay's Twitter account every week for the duration of the engagement.
- Corflutes onsite at Kibby Avenue bridge, Fordham Reserve, Goldsworthy Reserve and Pine Avenue bridge.
- Information and feedback packs at Brighton Civic Centre and libraries.
- Facebook posts.
- News article in Holdfast News.
- Newsfeed on the City of Holdfast Bay's council and engagement websites.
- The Mayor's monthly segment on Coast FM.
- The Mayor's council wrap up video.

How the feedback was received

Seventy (70) people provided feedback via survey. Sixty-nine (69) participated in the online survey, one participant completed a hardcopy form.

The project page was visited 2877 times by 833 visitors, indicating that there is a high level of passive participation/ community interest in this project

One question was asked via the *Ask a question* section and 44 visitors read the FAQs.

The majority of traffic to the website came equally via the Yourholdfast engagement database email and the council Facebook page, in addition traffic was also directed to the project from independent e-newsletters and the website www.5049coastalcommunity.com.

Email, Phone & Meetings Summary

During the engagement period, fifteen community members contacted council via email. Seven of these enquiries were requests for hard copy forms. A further seven enquiries were written submissions regarding the proposal (one of which was received after the engagement period). Two of these enquiries were from residents who requested a meeting onsite to clarify the concept or other council matters not relating to this project. Due to COVID-19 restrictions a drop-in session was not possible for this engagement which increased the number of enquires received via email. Administration met virtually with Wellbeing SA and the Department of Infrastructure and Transport regarding project synergies, plans and strategies on a state level and funding opportunities.

Three phone calls were received from community members adjoining the Sturt River Linear Park. Two were residents and one was from a representative of the Kindergarten on Kibby Avenue. These calls were relating to what will be proposed along the boundary and fence shared with the Sturt River Linear Park. In addition, privacy and security issues were raised as a result of opening the land managed by SA Water to the general public. Other concerns were regarding the removal of irrigated grassed/green open space and preference to increase lawn areas instead of biodiversity sites. Conversely, concerns were also raised relating to the protection and increase of biodiversity sites.

Engagement Survey Summary

Seventy (70) people provided feedback. Sixty-nine (69) participated in the online survey, one participant completed a hardcopy form.

Of the two options presented for the path route in Fordham Reserve, both options had impacts, with Option 1 requiring permeable surface below the tree zones and Option 2 impacting slightly on the biodiversity. 37 (52.9%) preferred Option 1 which proposed to maintain a straighter path, keeping the path along the fenceline. Of those who selected Option 1, the reasoning was due to having less impact on the biodiversity particularly so recently after it has been planted, keeping the path straighter would be safer for cyclists, less intrusion in the reserve. 33 (47.1%) selected Option 2, diverting the path into the reserve and around the biodiversity. Reasons for this include protecting the tree, maintenance and safety issues with permeable paving beneath the tree and the desire to ride along a consistent path material.

Overall the common themes raised were relating biodiversity, trees, additional amenities, greening and irrigated grassed areas, width of the path, road crossings and intersections and safety. A number of suggestions were received relating to the inclusion of an underpass or diverting the pathway underneath the roads. A substantial amount of support and further requests for a raised pedestrian crossing at both Kibby Avenue and Pine Avenue was received, particularly at Kibby Avenue to improve safety of the crossing for those going to and from the Kindergarten.

In conclusion, council administration will progress to design with option 1 being the preferred pathway route through Fordham Reserve with some minor alterations to be included into the design moving forward with the aim to avoid the tree zone as much as practicable. In addition, comments from the adjoining residents relating to screening and privacy will be included the next phase of design for the project. Comments relating to the connectivity and safety of road crossings have been considered and further details have been provided in the FAQs provided on the Sturt River Linear Park project page. Thank you to everyone who took the time to participate in this engagement.

Survey Results

Q1 General comments

All names are and personal details have been redacted. All comments are verbatim

1. Please provide /retain as much multi-layered (i.e. vertical layers) vegetation as possible to encourage a variety of fauna - particularly birds, to be able to move along the corridor. For same reason, try to have pathways running around or away from vegetation rather than through it.
2. Nice to see it will finally be completed and remove travel along streets.
3. Suggest adding community planter boxes to existing space in Leak Avenue, so that local residents can plant tomatoes, pumpkins etc. Residents in this street already have been adding some plants, veggies etc.
4. Fordham Reserve - Option 1.
5. I have walked and ridden on Sturt River Path for many years. There is rarely more than 30cm of water in it. This gives plenty of room to create under passes at the main roads it crosses, like on the Torrens Linear Path particularly South Road. Please consider this for Anzac Highway and Pine avenue.
6. It looks like an excellent project connecting bike paths and providing green space. It has minimal effect on neighbours to the path. Fully support the project.
7. overall happy with concept plan, would like to see interpretive signage with Kaurna language and significance included, preservation and increase in trees and biodiversity, safe separation of cyclists and pedestrians, permeable paving and water retention where possible, seating, water fountains, public toilets accessible
8. Very exciting to see this is happening
9. Excellent as planned. Complete as soon as possible.
10. This is so needed! Looks good to me, but I do live on the other side of Anzac Highway. It is a walk I would utilise often as an alternate route to the Pat and the beach.
11. A great idea
12. Everything looks really good but the only concern for me is once you get to tapleys hill rd. It looks like we will have to fight 4 lanes of traffic and during peak hour that's a nightmare. I fear that there will be more accidents between warren ave and brooklyn ave. Would it be possible to go under the bridge on tapleys hill rd and link up with the Recce Jennings Bikeway or build a bridge crossing for people and bikes to link up with the traffic lights at tapleys hill rd and warren ave either option would solve the problem of having to cross over 4 lanes of traffic and less risk to pedestrian's and bike riders. kind regards adam aka tallbike rider
13. Would like to see a large playground space for children with a undercover/sun protection area for the playground space. There is a large number of families living within the area, and the close proximity to the school. I feel this playground area would benefit with a large extension. Be great to see some extensive native plantings and landscaping through this area. Toilet facilities would also be great to see. I support the concept. Well done.
14. Sturt River Linear Park proposed pathway plan needs to be implemented. It will benefit the local community and enhance the environment for the locality.
15. Fordham Reserve is badly in need of a shelter, seating, drinking fountain for people and dogs.
16. Are any trees to be removed as a result of this plan?
Has a study been undertaken on native fauna and the effects of this plan on any species?
Is recycled material being considered or used for the pathway rather than concrete? Is its urban heating effect being considered in the design?

- 17.** Hooray, yes please - this project is long overdue. We have been patiently waiting for this project to get off the ground since attending a public meeting held at the Glenelg North Community Centre on 26th February 2001, where it garnered significant support.
Should these works have taken place some 20 years ago - as they should have - clearly costs to Council (and therefore ratepayers) would have been significantly less than in current times.
We consider it a huge failing and shows extreme shortsightedness by Holdfast Bay Council that this mere 1.5km stretch of Linear Park is the missing link in completing this thoroughfare, which would not only be of huge benefit to local residents, but the wider community.
If Holdfast Bay Council were true to their vision of “Building a healthy, active and resilient community” and “Fostering an environmentally connected community” this project should commence without delay.
- 18.** Great idea, living just near Fordham Reserve I realise this is the missing piece
- 19.** Either option as long as existing trees are retained.
- 20.** I prefer Option 2 for Fordham Reserve, as long as it is not too constricted. I would add that many years ago now I was riding on the Torrens Linear Park in front of my son, and coming into a somewhat blind bend in the pathway (bushes each side of the track). I was confronted with about four or five riders, spread out on both sides of the pathway. I had nowhere to go and ran into them, ending up on the ground in a tangle of arms, legs and bikes. (No injuries fortunately.) What I am suggesting please, are no sharp, blind corners, for everyone's safety, especially as all ages and all permissible modes of movement could be using the path.
- 21.** I cycle and walk the path towards the Patawalonga reasonably often, however the real problem is access from the path across Tapleys Hill Road.
May I suggest that to make the whole path useful, there needs to be a safe access across Tapleys Hill Road either by a bridge under the road above the drainage channel or on the bridge alongside the road heading north for bicycle and foot traffic to access the light system on Warren Avenue.
The bridge north would also allow access to the Airport Loop walking and cycling track, however it still makes accessing the Patawalonga difficult and time consuming,
A direct track from the lights at Warren Avenue onto the walking/cycling track around the Patawalonga would be of great value.
- 22.** Wonderful concept and will be well used by local community members as well as visitors.
- 23.** Great to see the plan. It has been a long time in the pipeline.
Straighter path wherever possible (without knocking down old trees) is preferred.
Tapleys Hill road is a very busy road. Given this extension will be well received and increase road / foot traffic, are there any options available where a path under the road can be provided - eg similar to the pathway under Anzac highway at Keswick.
- 24.** I think it is a great addition as I have always been disappointed that the path always terminated at Pine Ave.

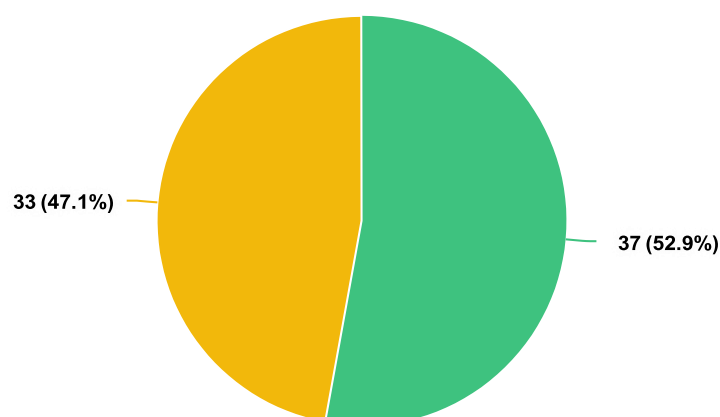
- 25.** I have viewed the concept plan for the section of the proposed Sturt River Linear Park Pathway from Tapleys Hill Road to Pine Avenue, Glenelg North. Also Google Earth Street View was referred to in the examination of the proposed design, with the following points being found
- 1.** The inclusion of typical sections of the pathway where 3m and 1.8m wide would be helpful. This would allow a better understanding to be gained of the relation of the pathway to the Sturt River and fencing between the two.
 - 2.** The section of pathway between Leak Avenue and Sturt River has small radius curves in the alignment which will have the appearance of 'kinks' to path users. The alignment is not consistent with the remaining sections.
 - 3.** A raised pedestrian crossing is proposed at Pine Avenue. Kerb ramps are also shown, which suggest the crossing is at road level. What is the intended crossing at this location?
 - 4.** Also at this location the pathway is adjacent to an opaque fence along a driveway and then turns through a tight corner towards the crossing. Is there adequate sight distance across the angle in the path for a cyclist to observe an oncoming cyclist or pedestrian in time to avoid a possible conflict?
 - 5.** Also at this location the proposed crossing is not aligned with the existing path east of Pine Avenue. Is this the intended location of the crossing.
 - 6.** Why is there no crossing treatment at Kibby Avenue."
- 26.** We love this idea, a great completion to the other parts of the pathway.
The crossing at Tapleys Hill Rd could do with an upgrade too."
- 27.** Good Plan needs a few tweaks.
- 28.** This is wonderful news. I have lived in Glenelg North for over 29 years. I ride my bike along the existing Sturt River bike way and the tram bike way once or twice a week. During these years my daughters have also used these bike ways. We now have a grandson who is one and a half years old. This new bike way will be a wonderful asset for him. Physical health, social activity and enjoying looking at all of the plants will be real positives for him. Thank you.
- 29.** Please retain all existing biodiversity plantings and tall shade trees within the existing planting beds at Fordham Reserve and use soft permeable materials to protect roots of existing tall trees wherever you can.
- 30.** at the junction of Goldsworthy and Blackburn in the park it would be better to run the path along the creek fence line as the park gets used by the community and the proposed cuts it in half
- 31.** As a regular user as a bike rider along the Sturt River Linear Park this proposed pathway is a welcome and much needed development. The plan seems generally good but as a bike rider the two 1.8 metre wide cyclist dismount sections are problematic in regards to safety and general user amenability. I think the safety concerns arise from a lack of visibility of oncoming cyclists in these sections and a likelihood that the dismount direction will be ignored by some cyclists. From personal experience, some fast riding cyclists will ignore this direction and be a hazard to both pedestrians and other cyclists due to insufficient forward visibility in these curving sections. Perhaps consideration should be given to using the other side of the river between Pine Avenue and Kirby Avenue for this pathway?
Although apparently not addressed in this plan, an upgraded pedestrian and cyclist crossing of Tapleys Hill Road at the end of this new pathway will be needed. An underpass under Tapleys Hill Road, similar to underpasses used on the Torrens Linear Park, connecting the new pathway with the Reece Jennings Bikeway would be highly desirable."
- 32.** I ride the Sturt Creek path regularly and am keen to see it extended. I am also a member of the Glenelg North Community Garden which is alongside the proposed new path. What will the implications be for the Community Garden?
- 33.** This is a fantastic addition to the continuation of the existing river cycle network that we utilise multiple times a week.

34. Thankyou for finally completing this missing piece. I walk the SRLP from Darlington to Camden weekly and as I grew up on Berrima street this section of the creek has many memories.
So it's always been frustrating to have to traverse the streets to complete the journey. Which I still do occasionally.
35. I would like to ensure that the upgraded play area includes consultation and design for the disabled community. There are so many parks around that do not cater for this subset of the population. Inclusions could include equipment, Paths, ramps instead of stairs, fences tables and chairs to enable inclusion of wheelchairs.
36. Great concept and long overdue.
Will the work be contracted out.? If so, have tenders been invited?
How will council ensure value for money with works undertaken?
What measures will be put in place to ensure there are no significant cost and/or time overruns as has been the case with other council projects?
37. I don't use this section, but have been on the section between oaklands road and anzac highway and think this is fantastic.
Looking forward to seeing this get done.
Would like to see (somehow) the 1.8m wide section to be wider. I ride on a narrow section near the oaklands wetlands reserve and I don't dismount (although not asked to). So can't see many people doing this, and if it is worth doing it worth doing right. "
38. Don't mind either Option. This is a great plan. Long overdue. Please implement ASAP
39. [REDACTED] Kibby Street bridge. As a walker, bike rider and runner I cannot wait for this to be built, it is long over due. I am a vision impaired man and so cannot drive, I walk and ride everywhere.
40. Option 1, less interference with the public. With the increase in the number of children, grandchildren now in this area certainly a new playground under shelter. Also due to the size of the park a path for mums/grandparents with prams to exercise and walk, a path around the park would be an amazing addition, similar to the main park in Novar Gardens. ❀
41. I think the entire path length should be cycle friendly which may require the 1.8 wide asphalt path to be widened.
42. It is well needed to complete the bike/walk path. I like the design.
43. The addition of a Toilet block at Fordham Reserve is an Absolute necessity.
We are looking forward to the completion of this section of the walkway.
44. I overwhelmingly support the completion of the last link in the chain of the pathway along the Sturt River Linear Parks in Glenelg North. I discussed this my wife and four children over dinner to get their thoughts on the proposed design to be able to submit feedback from a family perspective. Our feedback relates to the section of path proposed along Goldsworthy Crescent and Blackburn Ave as it's where we live. We don't understand why the path wouldn't be adjacent to the creek as it is in the other parts of the path? The area between the existing fence and the creek is the area that needs biodiversity plantings as well as at present it's just wasted space.
Kids use the open space regularly on the corner of Goldsworthy and Blackburn to kick a footy, throw a ball or frisbee or even a game of cricket. My children said would they ever consider putting a bitumen path through Colley or Wrigley Reserves...? I said I don't think they would.
A few years ago a biodiversity corridor was proposed along the linear park and a meeting was held at the council premises to discuss the proposal and the overwhelming view of residents at the time was not to support it and then it was suggested to do it behind the fence also, but nothing happened and we heard no more on it.
It was also raised that Blackburn Ave and Goldsworthy Crescent was an Avenue of Honour of sorts, it was lined with Poplar trees when I first moved here in honour of fallen soldiers. I've see them all fall over one by one and not be replaced, maybe you could incorporate that in your project brief to re-establish as such a living memorial in keeping with the areas history.
<https://avenuesofhonour.org/>

45. "Cyclists will likely not dismount for two narrow sections so close together; is there potential for a platform extension over the concrete river and plant vegetation on bank instead?
raised crossings should be installed at Kirby Ave and Pine Ave to promote active transport priority.
46. Not only will a (Black) 3m wide bike track and a (Black) 1.8m high fence drastically change the look of the area but it will also change a once quiet street into a thoroughfare. Many rate payers chose to invest high sums of money to build and live in these quiet streets because of the wide green areas, free of infrastructure opposite their homes. A substantial amount of lawn will need to be removed to allow for a 3m wide bike track, this will take away from the beautiful lawned areas that showcase presently, especially on Goldsworthy Cres and Blackburn Ave.
It's interesting that the Holdfast Council removed the biodiversity garden surround the council chambers at Brighton in exchange for beautiful clean lawned areas but are pushing to replace rate payers beautiful clean lawn areas for bulky black infrastructure.
47. Instead of an asphalt/bitumen path, could it not be constructed from recycled plastic? More details here: <https://www.ahc.sa.gov.au/ahc-news/Pages/Recycled-content-asphalt.aspx>
Would the new native trees be the type that drop their branches on people's heads? If so, could the new native trees be of a variety that are safer for users of this public open space?
I have no preference as to option 1 or option 2. However the binary nature of this feedback form forces me to make a choice. It necessarily follows that other respondents will have been forced to make the same choice. So, some preferences will have been made that are not valid (like mine) and should be disregarded. Accordingly, the results of this poll cannot be relied upon..."
48. The Linear Park concept is overall a great one. I like the goals of usability and visual attractiveness as aims. Safety when path is close to traffic is a concern. I think lighting needs careful thought so that bright lights are minimised in quiet residential areas. I live in Leak Avenue so have concentrated here and on 7th March sent my response to the SRLP email address.
49. I really appreciate the wide defined pathway.
50. I support the plan. Well done to all involved
Very supportive of the plan. Will add active transport and recreation opportunities to a wide range of residents.
51. From the information provided I am keen to build our cycling and walking infrastructure as Adelaide is lacking but has huge potential. As for this particular small project it seems to be a positive proposal in what it offers the community while not overall of great detriment to the environment. I would however have liked to have been presented with more information about pros and cons of the 1 option proposals in terms of the permeable path (i.e. does that offer what is required for the trees, what maintenance is required compared to that of the tarmac) also how established is the native planting to be dug up in option 2 and can it be transplanted successfully elsewhere? Also are there options of the whole extension being permeable and the pros and cons of this?
52. I am the director at Baden Pattinson Kindergarten. I think this all looks great, my only question/concern/wondering is along the fence line of the kindy. What will this look? Currently, our fence is open panels, I have concerns about accessibility to the public, eg rubbish being thrown over the fence etc.
53. Ideally pathway should be as close as practicable to the River. This will enable the open space and reserve to be expanded continuously and avoid people damaged plants and grass to get a closer look at the water. The playground at Fordham reserve gets very little use and only by locals as a premium park at the Old Gum Tree reserve is only a couple of hundred metres away. If costs are to be saved the need for this facility should be reviewed.
54. Fantastic! This is a great plan and long overdue. It is great to see it finally coming to fruition.
I cycle this route on my daily commute and have always felt that this was the missing link in the Sturt River Linear Path. I look forward to cycling along the greenway instead of the road.

- 55.** Putting the path south of the river causes two issues. Firstly, the exit onto Tapleys Hill Road puts path users onto a poorly maintained footpath with no immediate access to cross Tapleys Hill Rd. Users will then need to move either north to the Warren Ave lights, or south to the pedestrian refuge crossing near Anderson Ave.
- Secondly, the 1.8m wide sections near Fisher Tce and Pine Ave require people on bikes to dismount or risk collisions with other path users. While I appreciate that the land available restricts the width of the path in these sections, this will limit people's willingness to use the path.
- These problems could be solved by moving the path north of the river. The exit for the path at the northern end would then be onto Warren Ave, and some improvements to the footpath up to Tapleys Hill Rd would allow easy access to the Coast Path and the Reece Jennings Bikeway.
- This would mean a compromise at the Pine Ave end, as the path would be crossing both the road and the river at the same time. The proposed raised crossing would still be required, and path users would need to cross from one side of the river to the other (as they are required to do on other crossings on this path).
- This section is only part of the problems to be solved with the Sturt River Linear Park, however. The biggest issue that the path has is the major road crossings, which are numerous, do not have signals, and make the path difficult to navigate (especially for families). These crossings are at Anzac Hwy, the Glenelg tram line, Morphett Rd, Oaklands Rd, Marion Rd and Sturt Rd. If the SRLP is really "" a highly important link that will provide numerous transport, recreation, and ecological benefits for the community"" then these also need fixing up. While I appreciate that many of these crossings are not within the Holdfast Bay council area, and most are under the control of DIT, advocacy by the City of Holdfast Bay for fixing the whole path would help realise the vision for the greenway."
- 56.** Not particularly keen on the narrowed sections but do appreciate that the path is on one side of the creek, I was imagining something that would cross over to the north side at Kibby Ave and use the land available there as this then allows better access to Tapleys Hill Rd as the proposed arrangement seems awkward when it arrives at Tapleys with users needing to access the lights to cross.
- Would like to see a raised crossing at Kibby Ave especially given there is one planned for Pine Ave. I believe West Torrens Council is investigating raised crossings for the Westside path.
- The proposed path encourages an active transport option to the Baden Patterson Kindy and the Glenelg North Community Centre which should be a plus for the local community.
- Well done.
- 57.** Request no public toilets

Q2 Please select your preferred design option



Question options

● Option 1 ● Option 2

Mandatory Question (70 response(s))

Question type: Radio Button Question

Q3 What are your reasons for selecting Option 1?

1. To keep existing plantings.
2. appears to have less impact
3. Less impact
4. Looks safer
5. Maintain the existing fenceline
6. "that way we save the existing
7. biodiversity plants and leaf the way things are in a more natural way."
8. More feasible, practical and better use of council funds. Also, safer.
9. Less disturbance to existing plants.
10. Less disruption to flora but looks marginal enough not to be a huge concern.
11. A straighter cycling route and easier to see ahead.
12. None, not relevant.
13. It is a direct pathway and employs a good solution that preserves the trees - similar to method used along the pathway along the Warradale Army Barracks - which works great.
14. Retaining existing biodiversity plantings. It does not make sense to go through the middle of the planting bed when there does not seem to be a need to.
15. both options look the same
16. Option 1 might be safer for cyclists as its straighter than option 1. On the other hand option two could reduce cyclist speed and be preferable for pedestrians.
17. Straighter is good for cyclists and the soft surface is ok as per further upstream in Marion
18. more useful for commuting purposes rather than just for recreational use
19. I don't feel strongly about either design. Both have pros and con's. I feel the straighter option would be better for cyclists and walkers and uses existing fence line. Option 2 disrupts already planted biodiversity
20. Greater variety
21. Less intrusive to the public
22. Keep the path straight
23. If the track is for cyclists, no cyclists will use it if it's too windy.
24. I was involved with the planting of the area and would not like to see it dug up again! I would prefer the path to avoid the areas that we worked so hard to establish.

25. Lesser impact on biodiversity planting, better sightlines for path users approaching path junction, shorter path
26. The bike track will be hidden behind the garden bed
27. The options look close to me but avoiding disturbing the existing biodiversity plantings is preferable.
28. It looks as though less vegetation would be removed. And it is straighter allowing for better visibility of oncoming riders/walkers.
29. I believe there are advantages of permeable paths and this seems to require less disruption to vegetation. Also advantages of shade along path due to tree canopy.
30. I am correct in thinking this would be a more cost effective option?
31. Looks great
32. Keeping close to the river and not damaged recently planted vegetation or imposing on open reserve space.
33. Straighter seems more efficient
34. I live at 19 acacia ave Glenleg North and the path will be too close to my property line
35. Not sure why option 2 is a better option than Option 1. In other words I cant decide so I choose to stay with existing fence line. Thank you.

Q4 What changes would you make to Option 1?

1. A pedestrian crossing on Pine Avenue to join it safely to the existing bike way would be an excellent feature.
2. to save using soft permeable paving around existing trees why not divert completely around the trees and 95% of existing biodiversity plants if possible
3. looks good, have no further suggestions
4. consideration must be given to roots of existing trees for option 1. Will the roots uplift the path
5. An extension of the pathway around the park would be wonderful addition
6. Keep the track as straight as possible adjacent the Sturt Creek fenceline.
7. nice to go through trees but would prefer less removal of vegetation where possible.
8. Retain the lawn area as much as possible to create an create a more spacious environment for children to play in.
9. Not option specific, but are there advantages to the whole extention being permeable or semi permeable and should this be considered rather than tarmac. Tarmac can cause a heat sink along with issues relating to urban water drainage. I'm not an expert in this at all but wish to highlight it should be considered.
10. Path to follow and be inline with the creek, not bend out.

Q5 What are your reasons for selecting Option 2?

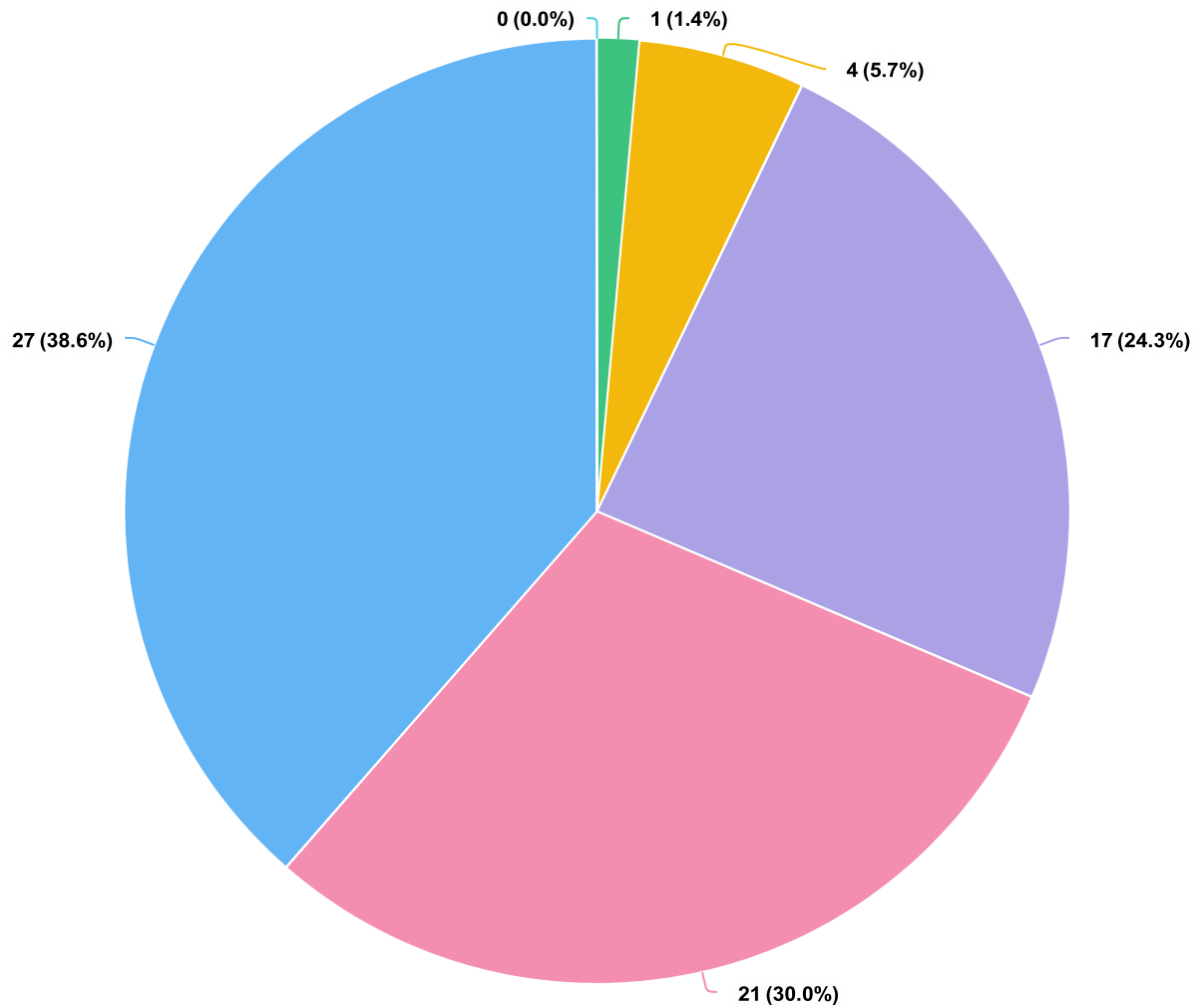
1. Riding through the biodiversity planting would be pleasant
2. Na
3. Not sure of the paving surface around significant trees in option 1 lets try to make surface consistent
4. Path through the tress will provide more shade, will look nicer to walk along.
5. Harder surface easier and more reliable for cycling
6. Reduces the need for softer paving
7. safer option for existing trees
8. Straight
9. "A little more variation
10. Diverting from trees is a safer and better option
11. It appears less invasive to established trees.
12. Prevent damage to the regulated trees. The biodiversity planting is only about a year old, and could be extended
13. It sounds more interesting, and the path is sealed.
14. I like the look of the path better
15. I believe it adds a little more interest to have a bend or two along the path
16. This section of the pathway will have a pavement type and surface which is consistent with the remaining sections - giving path users a more predictable ride quality.
17. continuous pathway
18. "soft permeable paving does not work .
19. as a cyclist I would prefer option 2"
20. More interesting and away from fence
21. "As a regular walker of the SRLP I love the bends the pathway can take around the trees. You appreciate the trees more. It is easier to lose yourself in Nature and forget Suburbia.
22. Also the option of loosing some existing plantings is minor compared to any possible potential damage to the root structure of these trees."
23. Need to protect significant tress
24. Trees are safe
25. I would prefer to keep the path the same surface type throughout plus it isn't a big deviation.
26. Protecting the regulated trees should be paramount so long as they are expected to live a long life.
27. "Option 2 seems o make for a more interesting pathway.
28. I am going to comment moreso on the section of pathway from Kibby Ave to Tapleys Hill Road
29. Where rubber softfall has been used on the sections of pathway it is harder to ride a bike over. I would therefore rather a more consistent surface.
30. I have no preference. However this field cannot be left blank. Please disregard this selection.
31. I prefer a consistent riding surface
32. Don't like the soft path for option.
33. Where ever possible, significant trees should be given as wide a berth as possible due to their roots upsetting the path surface. In addition to this the permeable path, albeit short is difficult to cycle on assuming it is the rubberised material that is used elsewhere on Adelaide cycle path networks.
34. The soft permeable paving makes the path more difficult to ride on. Putting the path closer to significant trees also increases the risk of root damage to the path (even with soft paving).
35. Best to avoid paths near large trees, could be a maintenance problem in future. Retains better riding surface.

Q6 Are there any changes you would make to option 2?

1. Play ground for kids, bbq, water drinking and dog, toilet - Mortlock park playground colonel light gardens is a great example of a space the community meets and uses regularly.... We need more of these every where
2. ensure biodiversity plantings are maintained/extended
3. Is it possible for the path to go out into the reserve, and avoid the biodiversity planting - this is not a highly used part of the reserve at the moment so the path wouldn't have a significant impact
4. The existing trees in that area are about to fall down . rip them out and plant lots of new gum trees
5. Move the existing fence line as far as possible and include more biodiversity plantings around the trees
6. No, all looks good.

7. The path could be further diverted and run around the entire existing biodiversity planting.
8. More trees, always more trees.
9. Can the curve in the path just be slightly reduced to be as close to the tree canopy.
10. To give the significant tree roots a real break, has council considered a raised boardwalk? It only needs to be 150mm above ground level and apart from the footings for the boardwalk, wouldn't disturb the tree roots at all. With a gradual ramp at each end it would not be any impediment to cyclists, pedestrians, wheelchairs alike.
11. The reason I suggest this is that the existing path between Anzac Hwy and Pine Ave has recently been repaired in several locations due to tree roots pushing up the path surface. I can only imagine that the tree roots were compromised in the process and suspect that in time, will be pushing the path up again. Using a permeable stoneset surface may alleviate the problem however I imagine that the roots would still push up and cause an uneven surface and potential trip hazards for pedestrians."
12. Increase the amount of additional planting to compensate for the removed plants.

Q7 Age group

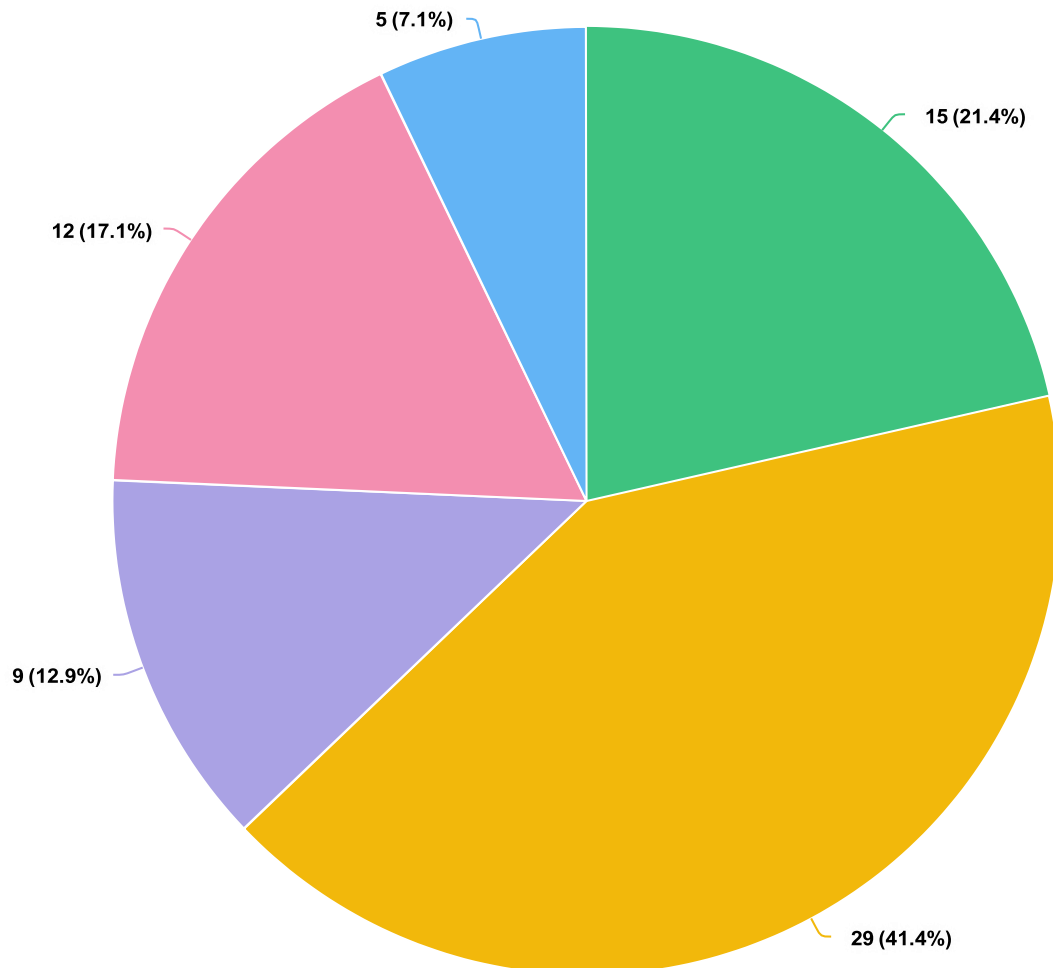


Question options

13 to 25 years 26 to 35 years 36 to 45 years 46 to 60 years 60+ years 12 years or under

Mandatory Question (70 response(s))
Question type: Radio Button Question

Q8 How often would you use the pathway?

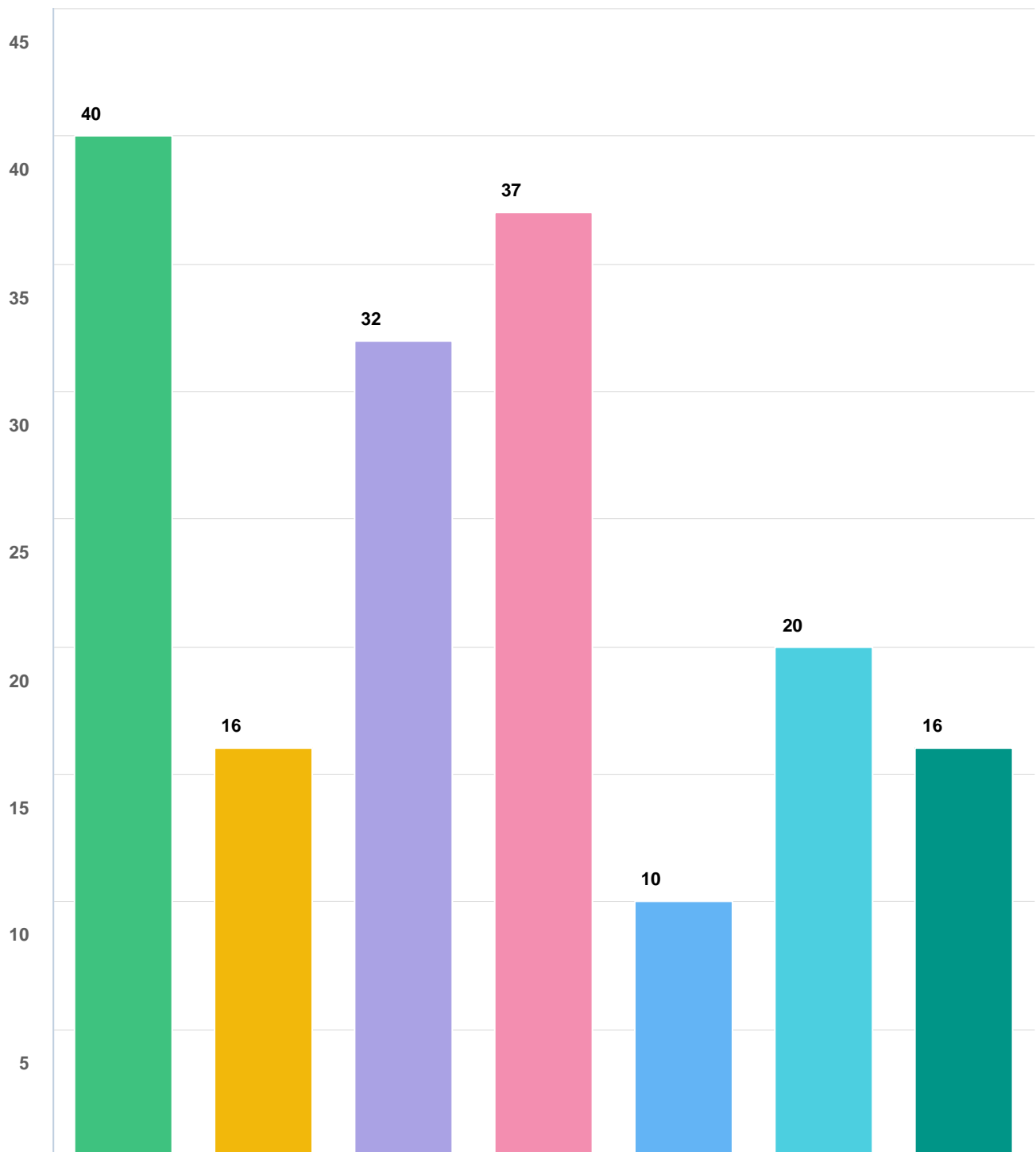


Question options

● Daily ● At least weekly ● At least monthly ● Occasionally ● Not at all

Mandatory Question (70 response(s))
Question type: Radio Button Question

Q9 What would you use the pathway for?



Question options

- Recreational use
 ● Commuting
 ● Fitness
 ● Walking
 ● Running/Jogging
 ● Walking the dog
- Other: 1 x maintaining the biodiversity corridor at the reserve, 15 x cycling/biking

Optional question (65 response(s), 5 skipped)
Question type: Checkbox Question

Q10 Any other comments or feedback

1. Please plant and save as many trees as possible.
2. Preservation / increase in trees/green space/biodiversity should be critical to design
3. no
4. Thanks.
5. Signalised crossing needed on Tapleys Hill Rd to connect to the existing pathway across the road, would be ideal to reduce narrow sections of path due to reduced visibility and increased likelihood of conflicts between different users
6. Have you considered the shannon ave side as a lot of cyclists use this side as it goes straight to the lights on tapleys hill road. Daily there are huge numbers.
7. Be great to see some extensive planting/ greening of the area. I like what Marion council is doing along Sturt and Diagonal road.
8. A zebra crossing would be great installed at Pine Ave, as this is a busy road. School children would be using this new path and this would force cars to slow down. This concept is used at the Maxwell Tce, Glengowrie crossing where the linear path crosses.
9. An additional resource: please refer to bikeadelaide.org.au who lobby state and local governments, advocating for new and improved cycling infrastructure to benefit individuals, communities and environment.
10. Brilliant idea from council, about time this part of Glenelg got some attention
11. The northern end of the pathway should ideally link up with the path that heads east around the airport and also the path heading west around the baseball club without crossing any major roads which is currently the case. This can be achieved by creating a path under the bridge just south of the intersection on Tapleys Hill Road and just north of Leak Ave. Another path created to go under the bridge just north of this from Navaid Road and a footbridge over the Sturt Overflow enables the path to link to the Reece Jennings bikeway. A much safer and continuous route than what is currently there.
12. I am a resident that lives in a property that backs onto the Sturt Creek, where the proposed 1.8 wide path is planned to be. I am not happy with the idea of people regularly walking past and being clearly see directly into the backyard due to the significant difference in ground level. When standing on the other side, where the path is planned to go, it is about a 1 metre high fence.
Please consider us residents within the plans to allow us to still have privacy within our homes.
Whether the path can run through on the other side of creek where there are no homes or something can be done to prevent people from having clear view into our backyards or even jumping over. This would be appreciated.
Other then what is mentioned above I think the rest of plan is a good idea."
13. I note the playground is to be replaced. This is an absolute must do. The playground is currently virtually unusable and there are many local small children and regularly visiting grandchildren who would use this everyday. It also needs to have shade. I would like to see a similar design of Fordham Reserve as that of Lindfield Reserve in Novar Gardens. A path which goes around the perimeter for use by all ages would be a welcome addition... elderly walking path, young mums with prams, toddlers with scooters and bikes. Plus a small basketball area and ring would also have great use. Also consider the installation of adult exercise equipment as the ones at Holdfast Shores are difficult to access due to parking problems.
14. Great work. It will be really great to have pathway that allows riders / walkers avoid mixing with Tapleys Hill traffic. We are going to need a large medium strip. Can an option to go under the road (similar to Anzac Highway Keswick bike under pass) be considered?
15. Would love to see it completed as soon as possible as it is a great idea.
16. Great work council!
17. the trees along that whole section are all on there way out or riddled with rot . every time in winter when there is a storm limbs fall off the trees all along that area . they shouldn't be saved and dictate the design of the new pathway . They should be removed and new trees planted in there place.
also the path should be 3 m along the whole section . move the creek fence closer to the creek behind the kindergarten through to fisher terrace and that will give enough width .
it will save the guy who has to mow the grass inside the creek fence some work when he does do it which is very in frequent the last 10 years .
good idea and long overdue ."
18. Thank you for the opportunity to comment.
19. Please don't take to long
20. Council needs to ensure greater accountability and transparency with all projects to ensure ratepayers are getting value for money
21. Need to widen the 1.8m section.
We want to make active transport a priority, so need to make it easy and safe for people to use.

22. I noticed a raised Pedestrian crossing/speed bump at Pine Avenue connecting the old path to the new, can you do the same at Kibby Street Bridge joining the 2 new paths together??. I know buses would be going over it all day but with the Kindy there and Child Care centre just down the road it wouldn't hurt to slow motorists down. They speed up going around the corner and also coming over the bridge. Can you also fix up bus stop 23A on Goldsworthy Ave {Northern side} while this is being done, the tree roots have pushed up the pavers to a ridiculous height its only a matter of time before someone goes A over T. Thank you, looking forward to it being completed.
[REDACTED]
23. Get it done asap
24. We presume the existing fence between the river and the new reserve would be retained at no greater than 1.5m
25. Keep the path adjacent the creek on Blackburn and Goldsworthy not through the park.
26. Any other improvements that would improve safety would be good. Some of the thicker dense vegetation could be trimmed to improve sight lines.
27. Thank you for the opportunity.
28. It is really important to maintain the lawn areas and open spaces.
Filling these spaces with infrastructure and putting in gardens that have not been well maintained in the past is not favourable.
29. I have spoken to other residents in Leak Avenue and we do have concerns re the safety of a 3m wide path's proximity to road. We also greatly value the green aspect here and don't want it paved over. My husband agrees with my more detailed written response (emailed 7/3) which has suggestions around retaining existing plantings and reducing the path in a small section to 1.8m.
30. Please ensure safe crossing options for Tapley's hill road consider the needs of larger cargo bikes, and larger groups of people, including children, crossing this busy road.
31. Responses from adult and child (8 years old).
32. While I am not resident in the area and would use on semi regular basis, I hope my input is valuable in making the best long term outcome for the community and the environment, as this vitally important infrastructure is becoming more important.
33. We are aware of some contentious issues surrounding regulated trees and protected plants but staying close to the river is most important to allow expansion of reserve area.
34. Once again, this is fantastic news. I emailed Holdfast bay councillors about this some time ago and was told something was in the pipeline. Great to see it happening!
35. This path will make our ride to St Leonards PS and Baden Pattinson kindy safer.
A safe crossing over Pine Ave and possibly Saratoga Dr (at Pine Ave) would also help as Coorilla Ave/Saratoga Dr can be quite busy (with Immanuel traffic) and quite a few kids ride their bikes to SLPS from our area. Thank you.
36. Any other choice than "Black Cotton Bush

