



Previous Consultation

Comments from Community Survey
and Social Pinpoint (mapping)

Are you aware of the following cycling routes within the City of Charles Sturt? Coast Park, River Torrens Linear Park, Outer Harbor Greenway (along the railway line), Grange Lakes

Do you have any comments about these routes?

[1] The coast path needs to be continued along the seafront between 3rd Ave and Terminus ST.
[2] Linear Park path needs upgrades in section between Beatty St and back of waste facility --very dangerous surface with tree roots and not wide enough. Same between Frogmore Rd and Fairmont Ave bridge.[3]Very bad path board surface panels under brewery bridge[too large gaps between boards, causing serious vibrations and possible falls.
A good pathway
All good
As cycle routes they are shared by pedestrians using a variety of modes; eg prams, walking frames, scooters etc and these are not compatible with commuting or riding at any speed for fitness or in groups; It is dangerous for both groups. The dedicated cycleway from tollgate to crafers does offer a good riding option for riders for fitness that is safe, and is well used as a result. Cycle lanes need to be wide enough for a cyclist to pass a slow cyclist without going outside the lane. Most are not quite wide enough.
As shared paths pedestrians should be made to keep to the left at all times so bikes don't have to navigate through people with music or phones stuck in their ears
As these networks have evolved, more people are using them. Sometimes there is conflict between pedestrians and cyclists. Sometimes (and unwillingly) it is easier to ride on the road to avoid interactions with pedestrians. Sort of defeats the purpose of having this infrastructure, especially for cyclists.
Both excellent. Coast park is a joy to experience
Coast Park - be fantastic for family adventures when it's finished. River Torrens - love riding along here, although there are a few sections needing attention, either to make wider, or improve the surface where tree roots have lifted the pavement. Greenway - used it a couple of times since it "opened". Be much better once the detour around the gas works is resolved.
Coast Park - please complete it sooner rather than later, and make sure it goes along the foreshore and not the road. Outer Harbor Greenway - again, hurry up and finish it please!
Coast park between Terminus Street Grange and third avenue semaphore south needs to be completed. Military road between these locations is very busy and feels unsafe for cyclists.
Coast Park is great but would be even better if I could ride all the way through from West Beach to Semaphore. Love the River Torrens Linear Park both for leisure and work commute when I sometimes work in town.
Coast park needs to be better between Bower Road and Grange Jetty
coast park needs to be completed from Grange north to Third St
Coast park needs to be completed from Grange to the north to join existing path at third street, esplanade junction. It also needs completion in the city of holdfast Bay Area. Outer harbour greenway is a bit circuitous in parts and the traffic lights at Kilkenny are very slow to respond to pedestrians and cyclists
Coast park. Laughable. Really, we are the missing link to join the other established coastal paths in our neighbouring Councils. I cannot safely take my young child from Semaphore to Grange without having to leave the coastal path and use Military road /footpath etc. I'll either drive to Grange first before heading on to Henley or just head north to Largs etc when I ride with her. The other tracks are ok but for the majority of my riding (fitness social/road riding) they do not work as they are too slow and generally full of walkers so not practical/safe to be travelling over 30kph on.
Coast path needs to be finished. Dedicated bike lanes do not exist on Military Road at the times most people want to use them ie. weekends
Coastal path still needs to be completed. It would be nice to ride off-road north of Grange jetty.
Do you keep these a secret?
Excellent routes to use, I sometimes wonder if we need a fast track for cycles like they do in Port Melbourne
Generally, they are good, of those I use Line Park and Coast Park the most.
Grange Lakes has some poorly aligned ramps and crossings
Great

Greater signage is required on cycling routes to provide direction, and distances to destinations.
Green way is really coming together. Route is quite direct, except for the unfinished(?) section around Bowden.
Greenway still has some way to go to connect to city easily. Port road is still more efficient and easy but feels more dangerous/exposed especially during peak hour.
I am concerned about some sections of the path that are narrow and believe that all bollards should be removed from the middle of paths as they are very dangerous
I am very grateful for these routes and the River Torrens route is important to me as I use it to get to work.
I believe the answer to safer bike riding is to provide protected bike lanes to encourage bikers to stay off roads. We should be educated that pedestrians get right of way/bikers next/cars last.
I can commute along the linear park but there is lots of work being done and rerouting at the moment that puts me off.
I commonly use the Outer Harbor Greenway and it is much improved. The crossings over Cheltenham Pde, Woodville rd and Kilkenny rd have really helped. I find the approach to the Kilkenny road crossing from the West (City bound) is a bit dangerous as you need to cross to the right-hand side of the road and often cars swing around from Kilkenny road (turning left) quite quickly. Once the final stage through to the City is finished - the section between Chief street and the railway station - it will be great.
I commute to the city every day and have noticed that many of the road decals to signify to drivers that the Rd is a designated bike route have faded or are unrecognisable. In particular Hawker st from South Rd to Park Tce
I do not like to ride along the Torrens Linear Park or the Coast Park because too many dog owners allow their dogs off the leash along these paths, making it dangerous for cyclists. I have not yet ridden along the Greenway.
I don't believe pedestrians look before walking across your path. I find that people can just change direction and it can be a bit unsafe, perhaps more signage asking pedestrians to look around them and also to keep to the left. Some cyclist do also travel to quickly which along shared paths.
I enjoy riding these routes and hope that they continue to be maintained
I feel the linear park has too many children, dogs and other unpredictable vulnerable users to be useful for cycling as a form of transport. Outer Harbour greenway lacks some very important crossings on major roads and requires some very inconvenient detours.
I just encourage more and more linkages from one route to the others
I know it's in the City of Adelaide's domain, rather than Charles Sturt, but the connection between the Outer Harbor Greenway and the Torrens Linear Park is poor - particularly the complete lack of lighting through Bonython Park.
I love the Greenway track and can't wait for it to be finished and continue all the way to Park Tce
I love the outer harbor Greenway. I am looking forward to exploring Cheltenham to Grange bike riding. have only been on my street 3 months.
I prefer to ride off the road, especially with my 3 young children. I love the grange path along the creek and would love to see the coast path promise turn into reality, as would many other South Australians.
I really really LOVE the new south road overpass, and the park terrace underpass. Waiting impatiently for the gasworks overpass to open, but a bit sad there's going to be another detour with the works at MJ park.
I use the OH greenway every workday. The recent completion of the bridge over south rd has improved this route substantially.
I used to ride my bike from Henley to the City mostly along the Torrens Linear park. However, over the last few years the path has been closed in several places for extended periods. Last time I tried to use it I was diverted three times and once on to busy West Thebarton Road where the cycle lane was also closed. Now I don't ride to the city any more. It's too frustrating and the roads are too dangerous. My friend and neighbour was killed a couple of months ago riding on Portrush Road. I'd like to ride more, but it's just too dangerous and the Linear Park track, once a source of joy is now a tragic mess. I have reluctantly joined the grid lock of car users.
I would like clearer maps. I ride from Semaphore Park to the city and have no idea where I can get on the greenway.
It remains frustrating that there is a section of the coast from Grange to Tennyson which is still difficult for bikes to navigate safely and easily, likewise West Lakes to Semaphore
It's a pity that you cannot ride right along the coast. Don't like having to ride along Military Road between Tennyson and Semaphore Park.

I've only just discovered the Greenways path and although it's not yet complete, I use it for my cycle to work now, removing the need to cycle along Port Road where I see an almost daily near-miss with a car and bicycle. It's amazing and I can't wait until it's complete

I've used Linear Park many times, it's safe and very enjoyable to ride along. I am a very careful rider and aware of pedestrians and always ring my bell when approaching a walker from behind, but I have been verbally abused by a walker for doing so.

Linear Park closures associated with T2T have made cycling to work in the city difficult. This has been made worse by road works on West Thebarton Rd at the same time as the river is closed (I appreciate that these may be in West Torrens rather than Charles Sturt)

Linear park has lots of issues. Often closed. Dangerous as a narrow-shared path. Poor in comparison to other routes to the city.

Linear Park has suffered at the disruptions due to the Torrens/Torrens upgrade. Another reminder that cycling is the poor cousin whenever roadworks happen.

linear park has very narrow sections and areas made dangerous by tree roots under the path. the route up third avenue to cycle path requires the rider to ride against the traffic. Also, corner of beach st and Seaview, cyclists allowed to enter beach st against flow of traffic. I have seen cyclists almost clobbered at both locations.

Linear park trail has some hidden bumps - not fun at speed!

Linear park is just great but needs widening to cater for joggers, walkers and cyclists.

make them all off road bicycle paths

No good unless you are a leisure cyclist (riding less than 10km an hour)

Now that south road has an overpass it should be much better

often people don't know what to do when they see a bike. Information for people walking would be good so they know what to do when a cyclist rings their bell to safely overtake.

Outer Harbor Greenway is excellent, but the link through the former Brompton Gas Works needs to be completed ASAP.

Outer harbor greenway needs more signage

Outer Harbor Greenway needs to provide a better link to the city.

Outer harbour badly marked, runs out before it gets to Bowden so forced onto Port Rd

Pedestrians need to be more informed of the protocols on shared paths. International students always move right when you ring a bell.

Please please finish the coast park missing links

Prefer riding on roads to avoid conflict with people, prams, joggers, dogs and other cyclists

Shared use paths are dangerous for pedestrians. Bikes need dedicated and exclusive cycle lanes.

some sections are unsafe, so cyclists need to dismount also the mirrors on corners to assist with blind corners do require cleaning every so often.

Thank you for the great new bike path from Marlborough Street through to Trimmer Pd Grange it is a wonderful ride through Kirkaldy Park.

The Coast Park is great, but the current blockage at Tennyson needs sorting out sooner rather than later.

The Linear Park is great, but some of the paths and lights are in need of maintenance. The route to town currently has two detours, at Nazareth and South Rd, which make it less than ideal. The OHG is great but needs completing in Bowden.

The Grange Lakes suffer from having no clear route across the Grange railway line, and from having no light activated crossings on major roads (eg Grange Rd).

The coast park needs to be finished

The Linear Park needs redeveloping in a lot of areas and needs re- alignment to take it out of the flood risk areas around Lockleys/ Flinders Park/ Allenby Gardens

The linear park track has in a few places (notably west of Tapleys Hill Rd) needs to be upgraded, where tree roots cause a bumpy ride

The linear park trail seems to always have work being done so that you have to take detours. It should be continuous on both sides of the river so that if any work is being done, riders and pedestrians can swap sides instead of being forced onto roads. There is also often horse shit in the middle of the paths that can stay there for months sometimes. There should be penalties for leaving any kind of animal faeces in public spaces. Even if, or perhaps especially if it's from Police horses, it should be cleaned up straight away.

The Outer Harbor Greenway route is blocked near Bowden, is the path going to continue along the railway line?

The Outer Harbour Greenway is greatly appreciated and has made a big difference to comfort and safety of commuting into the city. Very much looking forward to the completion of the section between Bowden station and the South Road bridge path.

The recent work done on these paths has been excellent! Keep it up

The River Torrens Linear park is in very poor condition with tree roots damaging most surfaces, it is also not wide enough to accommodate cyclists and pedestrians adequately. The Outer Harbour Greenway is good however poor in Port Adelaide CBD, especially around the new Shared Services building and Nelson Street area, riding on a footpath should not be an option.

The River Torrens linear park is lovely - obviously there has been some disruption due to South Road works and also the storm damage from a couple of years ago but that aside it's a great leisure cycling route. I do feel that off-road routes like this should not require mandatory wearing of a helmet - I think this would do a great deal to increase cycling numbers. The Outer Harbor greenway is getting there - I would prefer it to be completely off-road for more of the length of the railway line (there is certainly space within the rail reserve for this) but anything is better than nothing I guess. The on-road chevrons need to be maintained better, the ones on Day Terrace in Croydon were almost invisible up until the road was relaid (not sure if they have been replaced yet). I think there could be more signage to show that it is a designated bikeway - I know there has been some 'guerrilla' signage appearing on stobie poles and kerbs, but it would be good if this could be made more official. I feel this route will become far more popular when the bikeway is completed through the old gasworks at Bowden - at present it still requires cycling on some not-too-safe roads (the Chief Street detour is surprisingly dangerous as cars tend to speed and/or not slow at intersections in the back streets around the gasworks - plus some of the sight lines at intersections are blocked by walls) so hopefully this will be completed soon. From an aesthetic perspective the rubbish tagging is appearing thick and fast along the new fences - could this perhaps be made an official free wall to encourage some better-quality street art along the path?

The river Torrens linear park track needs to be maintained in a better state in terms of the condition of the bitumen surface. I have seen an elderly bike rider come off his bike after hitting a nasty bump. When you are not aware of where the rough patches are, and you hit them it is quite dangerous. Especially if you are an inexperienced rider such as tourists etc.

The Torrens Linear Park route needed fixing last time I was on it, it was really patchy and hard to follow with repairs needed in some areas. In some ways, I would have been better following the road. Love the Greenway even though it is a currently still under completion.

The Torrens River track is a fantastic asset as it is a safe and scenic cycling alternative for city commutes, however it is rarely used by cyclists as:

- a) Has been closed for almost a year at the South Rd underpass due to Torrens to Torrens work - most cyclists avoid assuming it's still closed as there's nothing worse than having to back track - is it now open? If so needs some promotion.
- b) The track is too bumpy and narrow for more serious cyclists - it's a bone shaking ride that requires frequent dodging of pedestrians walking 2 or 3 abreast or dogs running off the lead. Whilst everyone should be encouraged to use this great asset, cyclists will avoid unless the path is widened and smoothed.

The upgrades to coast park and grange lakes are excellent. I would like to see coast park completed as a priority though - forget the NIMBY residents! This could be a unique Adelaide attraction.

There is a portion of the shared path on the coast missing, which prevents me riding in that direction. Have been waiting and waiting for this path to be built, and don't understand why it hasn't happened.

There needs to be remediation of some linear Park routes. Some have been closed for years.

The railway line would be better, if it was more aligned with the line. A path sharing the rail corridor would be more suitable for people with lower riding skills.

They are great but the coastal route at Tennyson needs to be completed

They are great for slower riders, families and kids. I think that anyone riding on shared pathways shouldn't go faster than jogging speed. I've used these with the grandchildren and they are great.

They are un kept and the surface is full of cracks and pot holes

Torrens Linear Park - currently disrupted by works at South Road and Holbrooks Road. OH Greenway broken by old Gas Works, and currently disrupted at Kilkenny by "works".

Torrens track is closed in sections a lot and the surface is very poor in areas.

Greenway is poorly sign posted

Torrens track needs repair and removal of detours

Very well set up

Wayfinding is not that great on any of the routes

we certainly need more of them

We tried to ride along the grange lakes path but the signage is terrible

We use the Outer Harbour Greenway a lot. It gets a bit weird in sections though.

Well maintained paths however the coast park could do with more cycling infrastructure such as bike racks to safely lock up your bike, water fountains to refill drink bottles

West lakes is difficult, around the lake and also connecting to Coast Park

When is coast path to be finished

When will we be able to ride the full length of the coastal park.

When will cyclist be better protected from motorists who are distracted by using mobile phones at the wheel.

Would have been nice if the section missing in Bowden had been properly planned for. How about a temporary fix?

Yes - shared use paths are dangerous for both cyclists and pedestrians.

Can you tell us any locations/and or routes where you think our cycling infrastructure / network is good? Please list location/Route and What's great

1. Path between 3rd Ave and Semaphore Rd and Henley Hotel to Torrens outlet very good. Wide and safe paths.
Advisory signs leading to linear park - West Thebarton.
All off road
All the footpaths in Charles Sturt where we are legally allowed to ride.
Along train line
Any cycling infrastructure/dedicated routes are a boon.
Anywhere where there are dedicated cycle lanes (not shared paths).
As above, and around Grange Charles St Cottage area and Kirkaldy Pk. It would be great if it could be extended through to West Lakes maybe along the golf course.
Bike lanes on Grange Road, Military Road and other main roads are generally very good.
Coast Park and Linear Park are both excellent. The ambience is great, paths are generally wide enough for passing pedestrians.
Coast park and linear park, where they're done is good
Coast Park and River Torrens Linear Park are both excellent
Coast Park and River Torrens Linear park
Close the sea and river.
Scenery
Coast park from Grange to Linear park then into the city is excellent.
Coast park good except where it has not been completed, River Torrens linear park generally good except some sections need maintenance.
Coast path is good, though it would be good to see it continuous.
Coast path is great. The fact that it continues beyond the council area makes traversing it's length a pleasure. Of course, this is OK heading south, not so great going north beyond Terminus St, where the path currently ends.
Coastal path south of Grange jetty.
Coastal track at Glenelg to Grange is superb
Coats from Grange to Glenelg. Wide path NO vehicles
Dedicated bike paths such as those along the rail corridor including St Clair and the new path that starts from South Rd to city
Flinders Park to West Beach. Flinders Park to South Road (when T2T is finished)/ Brickworks.
A little narrow going through the Cemetery, but good from there to Port Road
For the River Torrens (West Beach to the City section), when there are no constructions/repairs on the route I can ride without interruption since there are no intersections. If I need a rest, there are quite a few nice benches and trees to pull over to. For the Coast Park, I like how wide it is since it makes it safe and efficient to overtake other path users.
From Bowden to the city is excellent
From Grange to Brighton and Semaphore to North Haven. The bike path is separate from the road in most part and the coastal views and fresh air provide much encouragement for exercise and outdoor activities.
Grange lakes/creek - riding along the creek in amongst the trees and bird life without the cars. The wide paths and lighting are fantastic.
Greenways is excellent! It avoids the chaos that is port road during peak time and speeds up my cycle as I can avoid traffic lights and don't need to slow down all the time for cars when they do erratic things.
Greenways Path is excellent, and it feels so safe and removes the need to cycle along Port Road. I also have to stop a lot less and my journey is much quicker. I can't wait for it to be complete!
I live at Henley and love riding along the route from Henley to Glenelg
I love cycling along the coast, but I do feel it can be a bit unsafe when there is too many pedestrians around.
I love the coast path both as a cyclist and pedestrian, but it goes nowhere to the north...back on the road to do battle with the cars.

I'd like to be positive about this but our network isn't that great, it sort of links up but not really and cannot be called a "network" maybe a small number of routes within our Council.

Linear Park

Linear park and costal paths are great as they provide fresh air and safe cycling for families.

Linear park and the coastal path (apart from the Tennyson/West Lakes area)

Linear park and the Greenway are both pretty nice.

Linear Park from Holbrooks road to Henley beach road, the path is well maintained with good bike repair stations, toilets, parks and greenery is well looked after. Bike path is well lit and clean.

Linear park is good but sometimes there are rough parts of the path.

linear park is good, appreciate what the councils do along here. Surface is generally pretty good, the underpasses have been greatly improved recently.

Linear Park Track - easy to use and is a shared space for everyone.

Linear park, grange lakes

Linear park. All bikes parks in the parklands. Burbridge road.

Linear Path - mostly well maintained, great scenery, efficient route into the CBD

OH Greenway - great example of utilising & linking quiet streets, with traffic 'calming' measures to create a great cycle route

Location/Route: Outer Harbour Greenway

What's Great: From Woodville Station to St Clair

Love coast park and linear park

Love the totally off-road section between Woodville road and Cheltenham parade.

Military Road

Military road is great

Most of the green way is pretty good. New south road overpass and park terrace underpass make life a lot easier.

Most of the linear Park track is good to excellent.

Most of your networks including on road paths are good. I just do not understand why cycle lanes stop at traffic lights and cyclists suddenly become legally unprotected.

My favourites are the Esplanade and Seaview Rd as they are fast and relatively safe.

New Grange lakes path. But rail crossing is a bad design.

New South road overpass is great. The route from Bonython park to Croydon railway station will be great when it crosses Chief Street but not yet. Port road is good would be better if clearway were respected better

OH Greenway is direct and easy to ride.

OH Greenway is good. Linear Park is good

Outer Harbor Greenway

Outer Harbor Greenway (please encourage completion through gas works)

Hawker St (but needs alternatives to squeeze points)

Outer Harbor Greenway is getting better all the time - makes travelling to the City by bike easier and less stressful than using Port road.

Outer Harbour Greenway along the railway line is good with new lighting installed.

Outer Harbour Greenway and Torrens Linear Park

overall coastal route is good

Path through St Clair. Nice wise track with good lighting and no cars.

Port Rd - bicycle lane is in reasonable condition, reasonable width, and generally it's only in the Hindmarsh section where motorists tend to ignore the no parking signs to access the bank, clinic, The Gov etc.

Torrens Rd has some good sections from the railway line to Woodville Rd, however there are some locations where there is no bike lane at all.

Riding to North Adelaide on the continuation of Trimmer Pde up past the Council depot, St Michael's middle school, Allenby Gds primary up to the top of Grange Rd. Military Road

River Torrens linear park - love the scenery

River Torrens Linear Park Like the new Grange Lakes route
River Torrens Linear Park; having the route go under main roads
River Torrens; Coastal pathway
See above plus the Torrens Linear Park.
The bike lane on Port Road is nice.
the bike tracks around MJ McInerney Reserve and the road crossing path in Kilkenny at the rail crossing on David terrace are great
The Coast and OHG routes are awesome where finished
the coast road from Seacliff to outer harbour offers a pretty good riding route for fitness cyclists, as there are limited lights, mostly roundabouts, and less traffic or intersections which are the most dangerous. Many cyclists use this early in the morning. This route is subject at times to vehicle buzzing the cycle lane. Even at 6am with no traffic, and by commercial trucks. A physical barrier would aid this hazard.
The coastal park path shared path and St Clair share path are easily the best cycling paths I've seen. They are open, easy to navigate and there are limited possibilities for conflict with vehicles.
The coastal path from Grange to Glenelg is great for families and children wanting to cycle.
The Coastal Path has rapidly become Adelaide's premier destination for casual recreation.
The Greenway. Along Port Road until Welland Shopping Centre. Along Torrens Road. The South Road to the Parklands sidewalk is nice and wide and a decent alternative to the road when there are cars parked in the bike lane. (eg not during bike peak hour).
The linear park trail is great, it just seems to be neglected on a number of sections, gets closed regularly and for long periods and just generally not valued as highly as it should be.
the network surrounding rosetta terrace is good.
The new dedicated trail from day terrace to the city is simply fantastic
The new path over south road is great.
The new shared pathway between Day Terrace in Croydon and Brompton is fantastic. Can't wait to see this extended further into Bowden. We need much more of this high-quality cycling infrastructure in the state.
The Outer Harbor Greenway is great because its flat and quiet traffic wise. Its direct and doesn't take long. and its scenic.
the outer harbour greenway stretch from South Road to Bowden is fantastic (expect that it isn't finished). great not to have to go on any main roads.
The river
The section of the Linear Park from Tapleys Hill Road to west beach is very good. Streets which meet with the pathway should be noted. hard to tell where you are at times if you do not live in the area. Some parts of the Outer Harbour greenway are hard to follow. more direction and signposting needed.
The upgraded part of the Greenway route is great with its new signage & new pathways.
The work done linking the river Torrens trail to Bowden via a underpass has been amazing to access the city from Charles Sturt area.
Torrens linear park generally good although needs ongoing maintenance. Currently built parts of coast park generally very good.
Torrens river, bike repairs
Trimmer Parade to Woodville and on to the city
West Beach to Grange Coast Park. It's uninterrupted and in good condition (other than near the West Beach Surf Club). It is also away from traffic.
Wide paths in places such as Sportsmans Drive provide a good option, giving cyclists an alternative to using the road.
Woodville to Pt Adelaide is good.

What do you think could be improved along the Charles Sturt bicycle network that would assist with your travel or encourage you to ride more often? Please list the 'location / route' and 'improvement'.

1. Enforce parking in bike lanes at the required times.
2. Clean the bike lanes plenty of glass etc in them
3. Smooth the bike lanes especially when new developments happen really the patchy nature of our roads makes for dangerous riding conditions (ride down port road between Woodville Rd & South Rd, It's very poor quality and is a major commuter route into the city.
4. Make crossings of major roads etc have lights that change quickly - try crossing Cheltenham Parade next to the ST Clair Coles. Took a book you'll be there for a while :-)) really the idea is to make these routes quick/safe and direct - constantly stopping for vehicle traffic and being secondary re-affirms the idea that cycling is just that - secondary. make the route more primary then maybe people might feel safer on it.
5. Other road fittings etc - bike lanes with large manhole covers in them (Seaview Rd Henley Sq (West side of road) is just one example. this stuff is dangerous!
6. Furniture in the shared bike lanes - Henley to West Beach is bad - plenty of "stuff" to navigate which doesn't help with pedestrians/dogs etc - basic stuff like keep left directs on the path to allow overtaking would help.
7. DO THE COASTAL PATH connecting it to Semaphore

A better N/S bikeway through West Lakes or Tennyson

A bike path from Grange to Semaphore that excludes Military Road. Military Road is far to often used by motorists who's attention to the road is distracted by mobile phones.

A off road sealed path along the train line to grange from st Clair living so close to the beach is a shame if you have to get in the car and drive with your family cause kids cannot ride on main roads

A roundabout at the netty rd and military rd junction

Adelaide should be a cyclists dream city. Cycle paths need to be separate from cars and pedestrians. They seem to be able to manage this in Europe. Why not here?

As above:

wider bike lanes.

Barriers between road traffic, eg curbing or raised 30cm wide mounds like road bumps at intervals.

More bike lanes in network to allow commuters continuous travel from east to west, north to south on less busy roads. If bike corridors popular there will be less on other heavy car roads.

An app that shows all Adelaide roads with a bike rating for suitability; eg green coloured for good room on verge and low traffic. Yellow for good room but high traffic, red for limited/no bike room. Council workers could assess roads as they do work on them.

Bike lanes that are free of debris; Particularly broken glass which is a big problem in Charles Sturt Council.

At Rowells road bridge, heading west into Lockleys, path is narrow and usually full of debris

Before moving to Flinders Park, close to Linear Park, I was at Seaton and never cycled due to busy roads like Tapleys

Better linkages between the various networks

Better planned re-routing around developments works.

Better signage and more promotions for members of the public to use it

Better surface and road markings

Bike clearance lanes on main roads match up with school times. Better yet, ban parking on main roads 7am to 7pm every weekday

Bike lane timing is something that bother me a lot, as well as enforcement. Also when they disappear at junctions .

Bike lanes safely connecting to shopping centres and more bike racks around supermarkets, libraries e.g. Findon Shopping Centre

Centre of council is lacking in the way of off road paths

Chief St bike lane is terrible, and the road itself.

Chief St to Bowden: Please complete the path here!

Port Road: Maintain the surface and cleanliness of the bike path and make it clear to motorists.

Side streets: police the speed limit of motorists more often.

Chief St Bridge: Perhaps signage for cars to give way to cyclists under the bridge as it's so dangerously narrow.

Chief Street could be a key thorough fare for bicycles to avoid Park Tce and other busy main roads...but the road is terrible quality and makes for a very uncomfortable cycle so I avoid it wherever possible.

Additionally, a lot of the Port Road cycle track is of very poor quality and again makes for an uncomfortable cycle. The city end is much better but the Port Adelaide end is quite bad.

Also, it would be great if construction workers were made to keep the quality of the repairs they make in bicycle lanes of high quality. The road might be laid well and then construction workers come in and make changes and don't appear to understand the importance of a smooth bicycle track. Some times you need to swerve around obstructions in the bicycle lane which is of course extremely unsafe in peak hour traffic.

Coast Park needs completion Grange north to Third street

Complete the Coastal Path. It seems to be held up by people wanting to gazump public land. The lack of public access around the entire West Lakes lake severely limits it's usefulness. There is a lack of emphasis on safe routes to schools: eg, it should be possible to go from the Coastal Path to West Lakes Shore Schools by there's no safe way across Military Road for those primary school students.

Connecting the bikepath between Grange and Semaphore. Improving the Linear park path by removing tree roots where they cause sometimes very uneven surface bordering on dangerous in some sections .

Crossing at the lower end of grange road it would be nice to have some traffic islands with breaks in them to allow for cyclists to stop safely

crossing main roads like port road where there are slip lanes : more space for bikes to ride is needed.

Croydon to Brickworks: why to the sharrows heading south down Albermarle send you to Bertie Street, where you miss the pedestrian crossing on Grange Road? It would be great to have decent child-friendly links to the pedestrian crossing, e.g. a bit of separated bike lane.

Cycle locking "posts" at various points for West Lakes shopping centre.

Cycle path separate to pedestrians and cars along the coast from West Beach to Grange

Decals on Rd surfaces along Hawker st need repainting

Dedicated cycle lanes only. No more shared paths. Shared paths are outdated and dangerous and make walking stressful and less enjoyable for people who do not want to hurry and want to enjoy the environment. Most cyclists either just want to get to their destination or want to engage in serious exercise or training.

Faster stoplight switching.

Over/under pass of other roads that require you to stop

Finish the coast path

Finishing the bike path at semaphore Park from third ave, going south

Focus on getting people off main roads.

Provide on-ramps onto footpaths in dangerous intersections.

Greater effort and signage by the CS Council to ensure that dog-owners and pedestrians - not just cyclists - abide by the rules of shared pathways.

Greater interconnection. Some sections are great, but others are non-existent.

Bicycle routes need to be considered like a road or railway line. If we really want people to use them they need to be continuous and provide connection to all of the locations which cyclist need to go such as shops or sporting facilities, not just work and home.

have left comments on the interactive map

Having continuous bike paths/lane, not a great path/lane just coming to an end and leaving cyclists vulnerable.

Cudmore Ave, Military Road.

Beach Road, Grange signed as bike lane but traffic islands have been installed forcing bike into traffic!!!

Hawker Street, between Park Terrace and South Road, is dangerous for cyclists. The existing protuberances force cyclists into the traffic lanes and oncoming vehicles, including buses.

Also, the north-south off-road link that extends from Torrens Road and traverses Brompton Green, crosses Hawker street and extends through Josiah Mitton Reserve, terminates at the Ivan Franko Reserve. Council should purchase land to allow this path/route to extend along Coglein Street to the Port Road District Centre and link with the Outer Harbor Greenway.

Henley to City designated route is generally unsafe. Especially Ashwin Parade which doesn't even have a painted on cycle lane along the whole length.

I already ride a lot. But as mentioned above, I am keen to see complete of the Outer Harbour greenway.

I commute to the CBD daily. There are lots of path closures with building work etc with seemingly no work being done! I would suggest a daily "inconvenience fee" that the council charge if the path is blocked - say \$100 a day - that is then spent on path upgrades after. This would ensure the work is done in a timely fashion and regular users would be compensated for their inconvenience!

I do not ride on the shared bike / car routes as I do not feel they are safe. Particularly on busy roads. Bike paths should be on quieter routes with 40km/h speed limits. Fast moving traffic and bikes should not be in close proximity.

I feel very sorry for all the kids in Charles Sturt area that can't ride their bikes to school because there is no safe network from their homes to their schools.

I think it would be better if we could ride past tennyson but those rich people don't want anyone to share the coastline

I think you should focus on your bike lanes some are horrendous to ride on and are so rough. The camber of the road makes it a tough ride in narrow rough debris filled lanes

I use Port Road and find that the bike lane is full of rubbish and debris. It would be nice to have it cleaned more often. I know this isn't in your council area but I find the signage for the linear park track can be confusing and is not clear when you get past the city, one part splits into two but it isn't clear what continues as part of the track and what takes you up to a street location.

I use the Coast Park as far as I can for my regular work commute from West Beach to Mawson Lakes but have to use Military road when the Coast Park path stops just past Grange. I don't feel safe on Military road or Bower road during busy high volume traffic times. I feel the most unsafe when the bike lanes stop for a section and re- appear further along.

If it is more safe on the road, more often would be to ride.

improvement for outer harbour greenway - hoping that the small bit of the greenway will be finished at Bowden next to the gas works. currently it is quite tricky to get around (especially when riding with the kids - very tricky to navigate)

Improvements need to be made to roadway bike lanes, they are littered with large potholes and roadwork bumps, particularly along Port Road. It is almost impossible to stay within the bike lane due to potholes and it means you have to veer on to the roadway in front of cars rendering them dangerous. Tapleys Hill Road is also very poor.

Increase bike lanes on Military and Seaview Roads

Intersections with roads and footpaths need better development. The same could be said for parents with prams. Curves are the solution. No hard gutter developments. Hard to explain. I would happily discuss.

It will be great if the under bridge paths are on both side of the river. Many under bridge paths are only on one side and when those paths are closed, it is quite inconvenient. If there are paths on both side, when one is closed, people can use the other side.

It would be good if more of the bike lanes along grange road could be made permanent, as long as it doesn't impact on parking for businesses

Just the odd kerbing which does not have a downward rampart to the road where it should be. So you have to slow down and ride awkwardly to get through. Eg the ramp down does not align with the bike path trajectory you have to slow down and turn hard to use it. If you were riding hard and were not aware of the route you might have an accident.

Examples: Along Port Road, if you are riding on the kerb/sidewalk riding across the road at the Hindmarsh Library is hard, also where the Westpac bank is you have to turn oddly to get across. So things like that could be improved.

Like to see the Coastal Bike path completed along its full 70 km length, especially through Tennyson, and also further south in southern council areas.

Linear park needs lighting!!!

Linear Park section between south road and Holbrooks rd is poorly maintained. The bike track is uneven, with sometimes large cracks and is rippled. Asphalt is coming up and some parts are crumbling. Lighting is minimum, which poses a big hazard when travelling early morning or towards dusk. Poor facilities with no bike repair station/ toilets and greenery is not well kept. This part of Linear Park seems to have been neglected.

Linear Park; tree root growth which causes paths to become uneven is challenging but somewhat difficult to repair

Linear Path - works that close/interrupt the path are often given a low priority & it can take a frustratingly long time before normal pathway use can resume. The current closure at South Rd is a good example, linear path has been closed there for 2 years, much longer than the planned 4 month closure originally announced by the T2T team. Coast Park - It's incomplete - the 5km section around Tennyson is vitally important, as there is currently no other option but the very busy Military Rd. I'd love to ride with my children along this path, but I cannot while we are forced to use Military Rd for several kilometers.

Link the coast path!

Location/Route: Outer Harbour Greenway

Improvement: Easier to get through Bowden area

Make the linear park trail continuous on both sides of the river and avoid closing paths unless absolutely necessary. Always allow a detour on the opposite side of the river and especially without requiring being on or crossing a busy road. Penalties for leaving horse faeces on the paths.

Minimize the time cycle paths are out of action. Quicker fixes when issues arise, eg. storm damage at West Beach. Extension of current network. Creation of cycling boulevards where, dedicated paths are not viable. Coast path north beyond Terminus St.

Monitor and enforce 40 kph zones, lobby to make helmet wearing optional, more dedicated or protected cycling routes, pro-cycling marketing around the CSC area.

More bike racks along cycle paths and outside of local shops and cafes - I'd be more likely to cycle to the local shops if I could safely leave my bike out front

More connections with public transport. More links/access to destinations. Greater consistency with neighbouring councils. More unpaved/gravel/dirt paths along Linear Park to encourage more recreational riding.

More direct routes, that connect to places people want to go and to other routes. Meandering routes through back streets are useless, and the blue advisory signs are best ignored.

More of the above mentioned

Need improved road bike lanes between Grange and Henley. Need bike lanes at major intersections the way you've done at the corner of Grange and Findon Roads. The intersections where the bike lane disappears such as Grange and Holbrooks Roads are really dangerous. I'd like to see some "Car lane ends" signs rather than "Bike lane ends"!

Not much - maybe an upgrade to footpaths. Dedicated and busy shared use paths such as Linear Park and Coast Park are a nightmare when bikes introduced. Footpaths tend to be quieter, roads safer in general.

OH Greenway needs to be completed with good way finding

Linear Park is too narrow, and is getting congested, it's getting hard to share space

OHG - go along rail corridor instead of winding around streets. ie next to PCP factory (Kilkenny) and at Bowden.

When roadworks require detours, make it mandatory for VISIBLE SIGNAGE, it's so frustrating to ride this route regularly and still not know where its going from one week to the next.

Coastal Park - it must go along the foreshore, not Military or any other road.

Outer harbor Greenway - completion of section to the city so fewer detours need to be made to access the city

Outer Harbor greenway at Bowden Station - a cycling repair station. Hopefully the CCTV here will discourage vandalism.

Where possible along the length of the Outer Harbour Greenway - the bikeway should be completely separated from the roads within the very wide rail corridor.

The intersections on the length of Port Road need green paint across them to be a visual reminder to car drivers that a bike lane exists here and that they need to give way to cyclists when entering side streets. This is especially important on the stretch between Rosetta Street and Park Terrace as when peak hour traffic jams occur, drivers cutting across the three lanes of traffic from the central median to enter the side streets do not see bicycles in the bike lane because of stationary cars/buses - likewise cyclists do not see the moving vehicles cutting across their path due to stationary cars/buses. This is an accident waiting to happen and I have seen many near misses in this situation over the last few years. Someone *will* be killed here eventually.

Outer Harbor Greenway has conflicting entrances on Belmore Tce / Park & Dale

A shame Coast Park stalled. Is there a possibility of bicycle access both ways on Seaview Rd, Tennyson (as a quieter alternative to Military Rd)? (Currently one-way north Bournemouth to Halam, south Hallam to Terminus) Hawker St (but needs alternatives to squeeze points)

Painted lines. Most walkers just don't "get it" in terms of sharing the existing pathways. Linear park

Parts of West Lakes Boulevard and around the main shopping centre could be further improved, as the two bridges remain awkward to pass over or under for cyclists.

Please extend from Marlborough street to Henley Oval. This would make a fantastic link from Grange to Henley Oval.

Port rd median strip under utilised

Port Road - dedicated bike lanes. Too often cars are parked or stopped in the lanes making bike riders have to swerve into traffic. Bike lanes/spaces at intersections. Bike lanes end and riders are forced to merge with traffic at (and across) traffic lights/intersections all down Port Road.

Port road bike lanes - extend times to stop parking in the lanes. 7.30 start is too late.

Port road bike lanes are in pretty poor condition in some sections, many potholes. Stationary traffic on port road near Hindmarsh is extremely treacherous when cars cross traffic into side streets without seeing bikes/bike lanes

Port Road is dangerous for cyclists

Port road, terrible road surface often covered in debris. New south road junction is extremely dangerous. Need signage to remind drivers to look before turning through bike lane, I was hit by a car yesterday.

Provide paths next to all railways. Urgently build a path from Fort Glanville to Grange so we don't have to ride on Military Rd!

remove obstacles from the paths to allow traffic to flow better. many places that seats narrow the paths unnecessarily. paths need to be kept clear of foliage and sand drift.

Rowells road access from linear park. When wanting to access Rowells road to travel north, the only means is to cross over this very busy road. Currently, only steep stairs service the western side of this road, so if an access ramp could be installed on that side at some point that would be fantastic. Port Road. Generally, pretty good, as its a wide road and the bike lanes and vehicles can co-exist quite readily. However, I do see a lot of flaunting of the peak hours lane parking regulations particularly in the morning in the Bowden/Brompton area

Safe bike routes through traffic calming. Also through streets which are blocked for cars but allow pedestrian access. Often traffic calming narrows streets by taking away the area where a bike tends to ride causing them to intersect with traffic. Putting separate bike lanes through such constricted places would significantly increase safety.

Safer cycling lanes on Port Road - in both directions

Signage and promotion. People still don't know the bikeway sits alongside the railway line.

Promotion of all bikeways in Charles Sturt. As im yet to learn about the others and I'm a bike rider.

Signage and speed limits before someone gets seriously injured.

The bike lanes along Tapleys Hill Rd, Military Rd and Grange Rd are essential for my commutes to work in Mawson Lakes and to the City and along the coast and they are fast but rather unsafe during peak hours with narrow bike lanes that vanish where the risks are the highest.

The blockage near Bowden to hopefully continue straight through along the railway line to the Park Terrace pedestrian crossing

The coastal path needs completion (from Outer Hbr south to the Onkaparinga/Noarlunga).

The continuation of route's. In some cases the bike lane just ends.

Torrens road, West Lakes.

I'd like to see the cycle lane on Torrens road from the railway line to park terrace removed. An uphill that is frequented by people not paying attention is a recipe for disaster. Most people travel into the city, and riding through Brompton through the parklands to the city is safer.

The cycle instead website is clunky and not very user-friendly, I can't find or edit routes quickly, it's too time consuming and off putting to use.

The Glenelg to Outer Harbour route (primarily along Military Rd and Seaview Rd) is the most ridden bicycle route in all of Adelaide. Whilst bike infrastructure along this route generally acceptable, there are many sections which are poor and not befitting of it's usage as the most popular route in the city. Sections which are poor for cycling are Seaview Rd, Henley Beach (River to Grange Rd) and Military Rd (Henley Beach Rd to Terminus St). Yes the coastal path exists in this area, but serious cyclists will never ride this path as it's not conducive to faster speeds or pack riding (but is great for families). These sections listed have no bike lane and/or road sections nearest the curb are in rough. As a result you will find packs of cyclists riding out into the car lane for safety, but often to the annoyance of drivers. Torrens Linear Park trail - smooth and make wider. More bike ramps to access (limited access between Seaview Rd and Henley Beach Rd)

The South Road underpass being closed, temporary open and then closed again is annoying. I appreciate that a detour is provided, there is a lot of roadworks and traffic in the area but it would be great to use a safe/faster underpass again.

The surface of the bike tracks

The upcoming link between Port Adelaide and Salisbury - connecting the Stuart O'Grady bikeway with the new cycle path being built as part of the expressway project is going to be a great feature.

The wait times at signaled road crossings is a bit variable. Sometimes you wait no time and other times ages.

Too many routes have bike lanes that are in the door zone, ie where parked cars may have doors open that fill the bike lanes. Examples include Seaview Rd from Grange to Henley, the Esplanade at Semaphore.

Bike lanes also stop and start at apparently random intervals. For example, Frederick Rd just south of the Trimmer Pde intersection, West Lakes Boulevard west of Frederick Rd, Bower Rd at the Bartley Tce intersection, Grange Rd at the East Tce/Holbrooks Rd intersection.

Roads such as Rowells/Findon Rd and Frederick Rd have no bike lanes at all, despite being a great alternative to major roads like Tapleys Hill Rd. The bike network as a whole just has an unconnected feel to it. I cannot ride from say Henley Beach to Bowden without going on a road where I am completely unprotected, even if just by a white line which many drivers ignore. Cars are often parked in the bike lanes on Torrens Rd east of South Rd.

The road surface on much of Port Rd is very bumpy, despite Port Rd being a great road to ride on due to the width and the distance to traffic from the bike lane.

Torrens Linear Park - needs safer alternative route(s) around South Road works - current ones are both awkward and dangerous. OH Greenway - bad signage at Kilkenny works

Torrens Rd - McQuillan to Exeter - there is no bike lane currently, and is much needed.

Torrens Rd - David Tce - Park St Nth - there is no bike lane currently, and is much needed

Woodville Rd - Railway line - Findon Rd - there is no bike lane currently, and considering that there are local schools that could be well serviced by bike lanes, it could do with reducing traffic lanes and introducing bike lanes to provide safe routes to school.

Try joining as many routes to each other

We need cycle tracks beside railway lines

West Lakes Boulevard and Frederick Roads could have bike lanes. They would not need to be massively wide, just enough to direct bikes clearly away from vehicles. Potentially a bike path in the centre of the median strip, the length of Port Road.

West lakes. The shared path south of Semaphore park needs to connect with the paths at grange

Where there is off street parking generally available eg Grange Road make bike lanes permanent.

While Port Road has a bicycle lane, at least once a week I see an inattentive driver turn across the bicycle lane nearly hitting a cyclist. It would be so much safer if the bike lane had separation with a medium strip and frequent signs reading 'watch for cyclists' when drivers are turning down a side street or out of a side street. The middle of Port Road is so wide I would think space could easily be taken from this and the road widened slightly to account for a separation.

Do you have any other ideas, comments, likes or dislikes in relation to the bicycle network and infrastructure in the City of Charles Sturt?

<p>A campaign to improve motorists' attitudes towards cyclists might be a good option.</p>
<p>Ability to take bicycle on buses and trams would be excellent. It is possible in Canberra and many overseas cities. Opening bicycle access more around west lakes would be nice eg far north eastern side of west lakes joining up to where the canoe/kayak club is situated</p>
<p>All traffic management devices/interventions, streetscape improvements and/or new roads or road reconstruction projects must first consider the implications (positive and negative) for cycling and cyclist safety. More street trees and associated shade improves micro-climate for cyclists. Reducing traffic speeds across the council area to 40km/hr.</p>
<p>An increase in the number of bike lanes. As a car driver and (bike rider) I see many cyclists riding on the outside of the marked line of a bike lane, even though the bike lane may be 1.5 metres wide. This riding position "pushes" vehicles a further metre from the cyclist, often requiring the vehicle to cross into the next lane to pass. I would advocate more bike lanes but make them narrower.</p>
<p>Bicycle lanes are important along main roads, but cars should ALWAYS be prohibited from parking on them. Churchill Road is an excellent example how cycle tracks occur beside the road, and parking cars are kept clear of the cycle track.</p>
<p>Bike lanes that just end at the worst possible point - junctions - pinch points etc this is where they are really required! Very few safe places to store bikes - other than a few metal hoops (these do a great job of scratching bikes especially if they are installed on uneven ground and most are!) there isn't much safe beach storage options/change facilities - why not install secure lockers/racking at popular beach locations. Save on the car parking - whilst you're at it maybe have some storage at places like Grange rail station/Woodville - promote it as an alternative to driving. As a state we are pretty poor at this stuff spending next to nothing on cycle infrastructure, so I doubt you'll get much traction in this space. Car is king remember it's our states mindset.</p>
<p>bike shower stations and safer lockers. maps along the blue signed bike routs would be great and possibly with difficulty ratings and routs to coffee shops.</p>
<p>Build a separated bike path alongside rail connection from Grange into the city. A pipe dream but separated bike lanes encourage more users due to safety and convenience.</p>
<p>Coast park needs completion, stop/start nature of on road bicycle lanes is frustrating eg Grange road bicycle lanes often stop at or before traffic lights or where the road narrows. Cars frequently park in bicycle lanes and bicycle lanes are only part time generally not full time.</p>
<p>Create larger bike lanes that have less parking in them and improve quality of the current lanes/trails.</p>
<p>Each time a new designated crossing is installed, on roads such as West Lakes Boulevard in recent times, it is safer for both pedestrians and cyclists trying to navigate through other traffic. Having wide footpaths in the same areas is a great improvement too.</p>
<p>Generally, it is fairly good and getting slowly better - like everywhere else in the State I feel it should be further improved and extended in the future. I would also like to see more secure bike storage at railway stations in order to encourage combined cycling and public transport commuting.</p>
<p>Generally, it's great, thank you. but the continuous road works along OHG, lack of signage around detours, and its indirect sections are very frustrating for us who use it daily.</p>
<p>Good progress. More infrastructure will make a difference. I was in Vienna recently riding. They have thousands of km of dedicated bikeway (no pedestrians) and the % cycling is huge. Pedestrians know to give way at these cycleway intersections, so it allows fast commuting also. Vehicles are also respectful and considerate - Major issue in Adelaide more than anywhere else in Australia!</p>
<p>I am sick of seeing cyclists run down. We just need safe cycle paths. Its not that hard.</p>
<p>I appreciate all efforts to ensure safer & more convenient cycling facilities</p>
<p>I don't like it that a few residents are determining the fate of the cycle path along the coast between Tennyson and West Lakes, under the guise of "environmental reasons".</p>

I really find it unsafe when a bike lane suddenly stops on a busy main road. Also I find cars are more likely to park and block a bike lane when it is only designated as bike lane during peak traffic times regardless of if the time is during peak or not. I think bike lanes should not only be designated for peak times rather be available continuously. This would also make enforcement easier.

I ride a road legal E-bike and use the coastal bike path. I am commuting 18kms each way to work so I like to do it as fast as possible and safe. Many walkers will complain about the speed of bikes on the shared path. Cyclist must give way to pedestrians and pass safely. If you ring your bell and are prepared to stop and the pedestrian keeps a constant speed and course there is no risk, only perceived risk by the walker. How many cyclist walker collisions have been reported, not near misses? They could walk on the beach, they could have their dogs on leashes and they can share the path. On the road's cyclist are not protected. you must go 25kmh past road works and emergency vehicles stopped with their lights on, but you can do 40,50,60kmh past a cyclist. Car, bus or truck vs bike is life and death. Bike vs walker is injury to both parties. Please have the courage to separate perceived fear from real fear and leave the shared path speeds alone and focus on the cyclist giving way provided the walker is on their own side of the shared path. Yes, I could ride other roads but why should I not be able to enjoy the great coastal views in the council area I have chosen to purchase a house in and lived in for over 50 years.

I see safe bike parking as the biggest issue. I know the council has put out a lot of bike racks at stations but in all seriousness leaving your bike there even with a DLOCK on it is risking theft. You need to install more lock up bike cages at major stopping points. While I know the council has had good intentions by doing that I do think they may have wasted their money and could have put the bike rack costs into more serious bike parking cages. Having more greenway style routes would help encourage new cyclists as it can be daunting riding on main roads. I went through that when I started seriously riding a few years back. I think if there was an incentive like a bike purchase discount or assistance for the needy to own a bike that would be very useful. I felt that the OFO Bike was always going to end up badly as people don't respect free things. If you could encourage more people to ride for environmental and health reasons that would really help. Creating proper cycling routes, cycle workshops, community cycling activities and safe lock up cages as part of a 5-year community promotion would help to create a stronger cycling society in the local CBD. Changing people's values on an intrinsic level with purpose and meaning would help deepen the reason for people changing from a car to a bike.

I think if we started considering active transport as a more important mode of travel we'd be better off. Less car parks (we should certainly not be investing in more new carparks!) more separate paths, better consideration of the vulnerability of cyclists, especially during road works, and major projects. Signs reminding motorist of the metre passing rule, especially near roundabouts.

I would like smoother roads near the edge. I'm comfortable riding without a bike lane, but often the asphalt is very rough near the gutter.

I would like to see a lot more Zebra crossings for pedestrians and bike riders. I would like to see reduced speed limits for vehicles.

In general, the facilities aren't safe for young riders (with some notable exceptions, like the Coastal Path). For destinations for young people -- such as schools -- on road bike lanes simply don't cut it as you can't expect a 8yo to have sufficient road sense. We've probably got as much value out of painted bikes lanes as it is possible to get. What's needed to get women and kids out if their cars are safer facilities than paint.

Information on the CCS website is dated 2007 & shows a path through the golf course @ Trimmer & Tapley's + a path around west lakes. It's 10 years on & these paths still don't exist???? They need to be installed a High Priority. Stop delaying the path from Fort Glanville to Grange so we don't have to ride on Military Rd

It is currently not allowed to cycle around west lakes. It would be lovely if the paths could be upgraded for family cycle rides along this beautiful area.

It would be better and safer if there was a separate cycling path, but this may not be possible

Just keeping them clean from debris, it isn't good to have a bike lane if you can ride in it because it is full of rubbish which can cause a puncture.

Livening up the green way with art and garden features is a great idea and I hope it spreads across the whole route

Major concern is the lack of care with regard to the bike route between South Road to Holbrooks road as stated above.

Many cyclists ride at high speeds and do not signal. Not sure what the answer is to encourage riders to be courteous. Dangerous when walking linear park to have a quick/quiet bike suddenly on top of you. Particularly with a dog, which are not always predictable in their movements. More signage reminding to signal/ free bells/speed restriction?

More bike parks, more bike lanes, more driver awareness campaigns.

More Bike racks around the Henley Beach Foodland facing Military Rd.

More community consultation and greater effort in educating all road users of the benefits of having a balanced range of transport options. Prioritising pedestrians and cyclists decrease travel times for all transport modes.

More direct paths / connections.

Remove helmet laws

Ability to ride on footpaths is great

more education and public campaigns on bike safety please. educate cyclists who ride in large packs on what is safe for drivers and vice versa

My main riding is for exercise, to and from home. But I would like to use the bike for more day to day tasks such as shopping. For this there needs to be more secure bike parking at shopping centres and better bike lanes around shopping centres.

Need thought provoking look out for bike signs.

No. Being proactive is a good thing. Don't increase rates

not sure if this fits - but it would be great to have some more options/awareness for safer bike riding to school with kids. With all the recent roadworks in the Croydon area we have often found it scary and dangerous riding with kids in the backstreets to school as cars are driving too fast and erratically (because they can't get around because of road works) I don't think there is a simple solution to this, but thought it was worth raising.

On the Esplanade between Henley Square (via North St) and Marlborough St it has been signposted the one way is "excepted for bikes" and it its current shape this leads to uncertainty about the applicability amongst drivers. I recommend that bicycle symbols/sharrows are painted on the street to clarify, and also signs at the entrance to the Esplanade from North St to indicate that bikes may be coming from the other direction. The backstreets east of Military Rd between running between Grange Rd and Jetty St are used by drivers for thoroughfare at high speed squeezing their way through even though there are cars parked on both sides. I recommend traffic calming arrangements and ideally one way for cars; the roundabouts in the area are threated similarly by certain drivers, which is rather risky for vulnerable road users.

Please aim to separate and build dedicated biking paths - no more shared paths. Bike paths near beach/ blown sand are very dangerous and I've witnessed two accidents on sand. Redirect bikes from sandy situations.

Please build more dedicated shared paths (like St Clair) along the Outer Harbour Greenway.

please finish the path through Tennyson !!!! I have walked the rammed earth section through the Tennyson dunes and would suggest that it is not a reasonable excuse of dual-purpose path

Primary thing to do is to choose non-motor vehicle friendly routes and condition them for cycling.

Where that's already happened, inform cyclists of the alternative. Put signs with

"Distance to city via greenway"

"Number of cars"

Help people find good routes / paths whilst cycling. People go to what they know (main roads).

Road work tends to put a very high priority on keeping the roads open as long as possible and only working on one part at a time so that the traffic can keep flowing, especially in busy areas. Do the same for cycling paths.

Separate paths or bike lanes on roads with enough width are great. Bike lanes that continue through intersections would make riding much safer. Shared roads, like in Bowden, don't really work - cars gets frustrated and drive too close.

Shared paths with pedestrians are dangerous. Many riders think that they own the shared paths and are dangerous and rude to walkers. I have had a number of `near misses ´when walking on shared paths. I confine my riding to bicycle lanes on streets where I can. These could be increased in number and would be a cheap option. (cost of paint and painting and no expensive infrastructure required.

Signage along Torrens bike path to coffee shops.

Take the time limited bike lanes off and make them 24 hour lanes.

Temporary signs for roadwork paths are not easy to follow. Timing on opening of new paths are hard to find.

Glass in bike lane often stays there for a long time.

The risk to cyclists from motorists distracted by mobile phones, is a real fear for cyclists, particularly parents teaching young cyclists. This is why it is imperative that this issue is factored in when planning cycling infrastructure.

The shared bike way/pedestrian areas along the beach front are a nightmare. I am a frequent rider but prefer to use the roads which is much less desirable in these areas. The problem is not the cyclists, it's the pedestrians. Dangerous PLUS!!!

The unfinished coast park is poor!

There is a cage at the tram stop outside the entertainment centre. Quiet new, I can't find any information on when/if it is open for use, how to use it/if there is a cost/how secure it is. Very off putting

This images that the media use when reporting on bicycle riding I feel doesn't represent myself. I ride in my work clothes; my bike is a city bike with a basket. Most reporting pictures a sports athlete in specialised clothing on a racing bike for some reason?

To continue bike path from Grange Rd to Henley Oval and from Grange to Semaphore

Urban planners need to ride a bike at least once a week.

We often do pancake rides for family groups, starting at Elder Park and finishing at West Beach SLSC, using the Torrens Linear Park and Coast Park. These are great as there are opportunities to stop with kids at the playgrounds, a reasonable number of taps, and several toilets along the way.

It would be great to be able to have more safe ride options connecting play facilities through the city to provide further options, preferably with coffee and cake options available nearby at the destination points.

There is a change coming into the cycling community with more families starting to take up greater options of bicycles available to them, including cargo bikes, trailer attachments for children and or pets, and tag along bikes. Thought needs to be given to some of these larger bikes, (and mobility scooters too!), for road crossing points, lane widths etc.

Work with the state government to remove mandatory helmet laws, and to improve societal attitudes towards cycling. People on bikes are not "taking up room on the road", they are valid road users.

Social Pinpoint (mapping tool) Comments

Type	Comment
Delete Route	Council need to make sure it is safe for cyclists to enter and exit the underpass.
Delete Route	OPEN DAY COMMENT Is Rosetta St appropriate as a cycle direct? Underpass? Greenway entrance
Issues	Improve safety and convenience for cyclists of crossing from Port Road onto East Avenue, and to existing bike lane in East Avenue. Similarly, at south end of East Avenue.
Issues	Better still, turn Belmore Terrace into a one-way street (not necessarily all of it in the same direction), and convert the car lane saved into an off-road bike path. Eliminate south side parking, including at Woodville Park Railway Station and west of Kilkenny Road.
Issues	My comment refers to on-road bike paths, eg Port Road. Off road cycle paths would be preferable.
Issues	Establish contraflow lane going north on William Street for cyclists travelling westbound from Willsmore Street to Alfred Ave
Issues	At least allow kerb ramps onto footpaths so we are not just thrown into traffic and the termination of a bike lane
Issues	Visitors to the Fitness Centre often park across this bike path.
Issues	Chief Street pavement surface (concrete) is horrible, I am worried I will catch my wheel and come off my bike one day
Issues	Pinch point, buses often use the bike lane when they can't immediately merge.
Issues	needs low level lighting at night. Bikes have lights, but many walkers wearing dark clothing are very difficult to see after sunset.
Issues	This blind corner is very dangerous if travelling south to north on a bike on the road if a car turns into the one way street they are not expecting a bike and there is no safe refuge. Possibly make the last park no standing or an up ramp over the traffic triangle.
Issues	can you cut a bike lane in the traffic triangle to make it easier to continue north south? At the moment you need to turn the wrong way into traffic travelling on a one-way road east to west.
Issues	Pedestrians are often walking through the stand still traffic at this point... crossing 3 lanes of traffic and then walking straight across the bike lane without checking for bikes. I think this behavior is encouraged by the footpath in the centre of Port road leading straight into the road - leading people to cross at this point. I've been knocked from my bike here by a pedestrian who just stepped out from between stationery vehicles.
Issues	When travelling by bike towards the City you need to cross to the right-hand side of the street to access the crossing. Cars approaching and turning left into Belmore terrace are a hazard. The bike path could be taken across earlier (further from the corner) and use the verge - as the one at the St Clair crossing does.
Issues	Can we get this intersection swept? The amount of debris in the cycle path on both side of the intersection can get very large.
Issues	The road needs widening in this section. It is barely wide enough for 2 cars. Add a bike to the mix and it is dangerous. I avoid this section of road as it is too dangerous.
Issues	Signage for the Outer Harbour Greenway unclear. I kindly request installation of directional signage to enable cyclist to navigate bicycle routes (temp and permanent).
Issues	New line marked lanes (T2T) direct cyclist into parked cars. Request line marking be change to direct cyclist around park cars.

Issues	Bike path is always full of dirt and debris here. Needs sweeping regularly. (near island)
Issues	Bicycle lane on Torrens Road (North West Bound) ends for no reason, despite available space in the verge to install a bicycle lane. This is unnecessary and dangerous. I kindly request installation of a bicycle lane to create a continuous bicycle network.
Issues	Path closure really annoying.
Issues	Bikeway incomplete and stops here. Needs to be completed ASAP.
Issues	Bikeway dead ends here and diversion to street is poorly designed for entry / exit of bikes. Ramp is offset from path making entry and exit difficult.
Issues	The wooden path here can get very slippery when wet. I have seen some bike riders slipping here. It would be great if the path surface can be replaced or covered with non-slippery surface.
Issues	OPEN DAY COMMENT The road is very old and bumpy
Issues	All through this section cars drive in bicycle lanes regularly during busy time (not nec Peak hour). so green paint for 2 KMs would be a great idea.
Issues	Keen to know what's happening with the Coast Park shared use path track to Semaphore etc. I was on the Reference group originally, for this project to continue through the Tennyson Dunes etc. Have the legal issues been resolved yet? Most people I speak with look forward to the path continuing with State Government funding as proposed years ago now.
Issues	Where the path meets the road, it is difficult to manoeuvre. Why the zig-zag?
Issues	OPEN DAY COMMENT What's happening with the bike/walking track from Tennyson to West Lakes??? The residents (whose houses have already decimated the dune) DO NOT OWN the land & their double standards are GOB SMACKING
Issues	OPEN DAY COMMENT Tapleys Hill Road - parking in bike lanes
Issues	OPEN DAY COMMENT Port Road - parking in bike lanes
Issues	OPEN DAY COMMENT connect coat park to avoid on-road
Issues	OPEN DAY COMMENT crossing Trimmer Pde through maze crossing etc nightmare
Issues	OPEN DAY COMMENT need a sign saying road ahead (Coglin Street)
Issues	OPEN DAY COMMENT Grange Lakes paths near Norfolk Island pines need sweeping after storms
Issues	OPEN DAY COMMENT rules around motorised bikes
Issues	OPEN DAY COMMENT resurfacing of path in some locations (around Allenby Gardens / Flinders Park)
Issues	OPEN DAY COMMENT bridge works are annoying
Issues	OPEN DAY COMMENT keep the sand off the path (eg plants)
Issues	OPEN DAY COMMENT maintenance /path works are vey annoying

Issues	OPEN DAY COMMENT path is under water a lot (Holbrooks heading East)
Issues	OPEN DAY COMMENT keep glass in designated bins
Issues	OPEN DAY COMMENT Resurfacing & removing bumps on Linear Park track
Issues	OPEN DAY COMMENT past horses, path is depressed and concave
Issues	OPEN DAY COMMENT horse riders park cars in the way
Issues	OPEN DAY COMMENT relocate bike paths out of gutter to allow cycling in rain
Issues	OPEN DAY COMMENT repair path near West Beach caravan park
Issues	OPEN DAY COMMENT connection needed (path ends after going under bridge, just goes to dirt) [this might be referring to Henley Beach Road - location unclear]
Issues	OPEN DAY COMMENT Don't allow parking in bike lanes
Issues	OPEN DAY COMMENT Not enough bike education work with government and Councils
Issues	OPEN DAY COMMENT concerned about electric bikes on bike paths
Issues	OPEN DAY COMMENT keep dogs on leashes on shared paths
Issues	OPEN DAY COMMENT continuous network of bike lanes. At points they terminate, and it's dangerous
Issues	OPEN DAY COMMENT River Torrens path - level of path / grass issue - ponds with water
Issues	OPEN DAY COMMENT cycling track linear park needs upgrading
Issues	OPEN DAY COMMENT Dogs off leash on paths get in the way of riders
Issues	OPEN DAY COMMENT bike riders need own lane
Issues	OPEN DAY COMMENT Speeding on Lexington Road
Issues	OPEN DAY COMMENT Military Road - improve approaches to roundabout
Issues	OPEN DAY COMMENT Seaview Road often has a lot of traffic. So crossing Seaview Road in order to get to the coastal bike path is dangerous. More islands big enough to stand in the middle of the road with a bike (at intersections) would be good.

Issues	OPEN DAY COMMENT Cars not giving 1m where 2 lanes traffic next to cycle path
Issues	OPEN DAY COMMENT train line crossings (mazes) are difficult to navigate with a bike
Issues	OPEN DAY COMMENT Grange Lakes Path End Beach Street ditch - needs maintenance
Issues	OPEN DAY COMMENT Path closure for Nazareth - photo sign incorrect
Issues	A crossing at seaview road on the south side of the linear park track.
Issues	The lighting along this section of the linear park is pretty ordinary.
Issues	Can you fix up the path at West Beach near the surf club. It's been quite a while since it broke.
Issues	Cycle path needs green paint across intersection as a visual reminder to drivers that a bike lane exists. When peak hour jams occur, drivers cutting across three lanes of traffic from the central median to enter the side streets do not see cyclists because of stationary cars/buses. Likewise cyclists do not see vehicles crossing their path due to stationary cars/buses. This is an accident waiting to happen and I have seen many near misses over the years. Someone will be killed here eventually.
Issues	Very poor sight line for drivers moving west along on Second Street when crossing East Street because of old concrete wall on eastern side of East Street - causes drivers to sometimes cut across path of cyclists heading north on East Street. I understand that demolition of this site is to begin soon but ideally this wall should be removed ASAP to make this intersection safer.
Issues	Due to the high fences and a change in the level of the shared path in both directions it's actually really not at all obvious that you're approaching a road crossing at Coglin Street. I can see a future accident happening where a rider who isn't familiar with the area builds up speed coming down from the overpass and rides into the path of a moving vehicle without realising. Ideally needs a warning/give way sign either at the side of the path or painted onto it (in both directions).
Issues	Bicycle logos are located in parking lane, but parked cars and kerb protuberances prevent bicycle access through parking lane. Please consider relocating bicycle logos.
Issues	Bicycle logos are located in parking lane, but parked cars and kerb protuberances prevent bicycle access through parking lane. Please consider relocating bicycle logos.
Issues	As can be seen from the Watch For Bicycles sign, there appear to be a number of vehicles operators who can't see the sign, let alone the bicycles. There needs to be a contribution of a bike lane in this section where there is a current disconnect.
Issues	The lighting from here at Adam St/River St heading west right through to Beatty St is terrible. Some sections seem completely unlit, some sections have lights that aren't on at night for some reason, and some sections the lights are too far apart creating dark sections between the lit spots. Its hard to see the pedestrians, dogs, and tree roots. It can be so dark it feels unsafe. You need a very good bike light to navigate this section of path.
Issues	This is a dangerous blind spot for cyclists/pedestrians heading west along linear trail from under south road (this section is currently closed) to the x intersection of linear trail, the footbridge, and McDonnell Ave. Riding along linear trail, you cannot see if anyone is about to enter from McDonnell St. The fence completely blocks your sight. I slow down, ring my bell, but still brace for impact. This needs attention... once this section is reopened.

Issues	Yes. Cyclists enter or exit the greenway via the footpath which is adjacent to a driveway. There is currently no signage (that I can recall) that indicates that drivers should be aware of an increase in cycling activity.
Issues	Hopefully there will be good signage for cars to watch out for cyclists here. I would have thought it would have been a bit safer to continue the shared path westwards another 50m to have it join Day Tce midway between South Road and Croydon Station, as opposed to joining so close to traffic turning in from South Rd (bearing in mind there's no line of sight in to Day Tce from South Rd now). It would also have reduced the need for hard braking and turning into a sharp bend at bottom of a slope.
Issues	I was thinking the same thing the other day. What is going to happen when Day Tce is open to traffic coming off South Rd? Perhaps signage for drivers saying "Please look for cyclists coming off path at left"?
Issues	Agree. Pretty much from Cheltenham Rd to Kilkenny Rd at least, the bike lane is horrendous. This is on both sides of Port Rd.
Issues	High traffic flows leaving the park and ride car park in pm peak hour - quite often do not see cyclists due to rush to enter a gap in the traffic flow. There should be better give way signage and preferably green paint across this roadway to make cycle lane more prominent to drivers.
Issues	Yes I agree that this diversion is both taking too long, doesn't consider rider safety enough and has insufficient signage.
Issues	I agree. For a 40km/h road it's surprisingly dangerous for cyclists. Needs a dedicated cycle lane and/or more chevron marking and signage.
Issues	Users of WestPac ATM routinely park blocking the cycle path in am peak hour forcing cyclists out into vehicle lane. There should be better signage and policing to prevent this.
Issues	Delivery truck of S.A Electrical & Gas Centre routinely parks at an angle with tail obstructing bike lane in pm peak hour traffic. Forces riders to enter vehicle lane to pass. This has been the case for most days the last couple of years.
Issues	Bike lane is quite potholed in this stretch.
Issues	Since introduction of the signalised intersection, drivers often speed through this stretch of road in order to make the green light. Is dangerous for cyclists and pedestrians.
Issues	Drivers waiting to pull out into peak hour traffic on Port Road routinely stop beyond the stop line and block the cycle path here forcing cyclists to swerve out into vehicle lane. Needs better road markings, signage and preferably green paint across the intersection to make bike lane more visible.
Issues	Bike path is always full of dirt and debris here. Needs sweeping regularly.
Issues	Cycle path needs green paint across intersection as a visual reminder to drivers that a bike lane exists. When peak hour jams occur, drivers cutting across three lanes of traffic from the central median to enter the side streets do not see cyclists because of stationary cars/buses. Likewise cyclists do not see vehicles crossing their path due to stationary cars/buses. This is an accident waiting to happen and I have seen many near misses over the years.
Issues	2 way for bikes?
Issues	As above
Issues	Linear park track closed again. Diversion via West Thebarton Road is dangerous - especially so as the bike lane there is also currently closed. I will no longer cycle from Henley to the City. It is too dangerous and time consuming with the multiple closures and diversions.

Issues	Footpath width/ ramp sizes. I think the McDonnell/etc path is supposed to be a cycle friendly version of South Road. For the most part it works well, but this intersection is cramped and difficult to navigate.
Issues	Crossing Tapleys Hill Road to get to and from Westfields West Lakes is tricky. Is there perhaps a better way (eg. pedestrian refuge)?
Issues	People heading towards the city are heading down a decline. I think the traffic on Coglin Street should have at least a stop sign. Perhaps a zebra crossing? I can see accidents happening here.
Issues	Port Road bicycle lanes littered with pot holes and poor roadwork patching making them unuable
Issues	Currently the Outer Harbor Greenway is directed off here, but the ramp(s) aren't optimally placed. Please correct the ramps here.
Issues	The bike lane ends abruptly here, and then resumes again further down Torrens Rd
Issues	When it rains, the bike lane on Torrens Rd/David Tce corner floods, forcing cyclists out onto the road.
Issues	That's a great idea.
Issues	The light sequence for crossing South Road adjacent to Hawker Street does not remain 'green' for very long, sometimes requiring a two phase crossing. Hopefully, this will be rectified once the T2T project is completed?
Issues	Hawker Street, between Park Tce and South Rd, is extremely dangerous for cyclists because of the protuberances / absence of a dedicated cycle lane.
Issues	At night the traffic signals are very short at this intersection. I've noticed, now that the intersection is quite wide, when I start immediately on the green light, I haven't completed crossing before the lights have turned green for the South Road oncoming traffic.
Make a Comment	It is so sad that DPTI/Renewal SA have built the section of track right up to the heritage listed wall presumably assuming that they will be allowed to demolish it. Instead, they should have allowed for a bridge over the wall in the first place. Adelaide is already losing far too much of its heritage infrastructure.
Make a Comment	This intersection is awkward coming from the South heading north (and vice versa). It seems like many cut through the dirt track to the left to avoid the dogleg. Was the intersection deliberately offset? I think this would be better as a traditional 4 way intersection.
Make a Comment	One thing I notice about the Outer harbour Greenway is there are not many drink fountains (if any). It would be good to add some fountains or some kind of signage to highlight or direct to existing ones.
Make a Comment	There needs to be a sign telling people that there is a shared path overpass on Day Terrace, it's not obvious and cyclists may be missing the opportunity to travel over.
Make a Comment	Rosetta Street used to be quite a frequented cycling route. Motorists need to be reminded of their legal requirement to allow 1 metre when passing cyclist, this is particularly and issue in roundabouts with the wide kerbs, I get squashed daily, and it's not acceptable. I suggest CCS pilot some of the 1metre passing signs, as Tasmania use...
Make a Comment	I am intimidated by major roads. I won't ride along them, and I try to cross them safely. The Bike Direct Network doesn't always lead to good crossings of main roads, eg, Tapleys Hill. This is one of the pedestrian crossings I use when I plan my trips that cross Tapley's Hill Road. However, the ramp on the east side is narrow. I would like to see better planning of crossings for Tapley's Hill Road. Thanks!

Make a Comment	The seats on the path between the Square and Marlborough Street should be moved off the path and to the seaward side of the path. They are hard to see at night, and especially if someone is sitting on them obstruct the path to less than half the path being useable.
Make a Comment	I think this crossing should have the same treatment as the one approaching St Clair - where the bikes cross further from the corner and use an off road path to approach the crossing.
Make a Comment	it's great to see all the families with young kids riding bikes along the shared footpath/bikeway between Henley and Grange. It would be wonderful to see it extended north from Terminus street to hookup with the path south of Semaphore.
Make a Comment	Love this bicycle/shared path. Great work. Keep them coming.
Make a Comment	Love the buffer hatching zone between the bicycle lane and the traffic lane. Whilst small, this buffer makes riding along Port Road much safer and if it was used everywhere would likely encourage more cyclist to ride. Furthermore, the buffer provide a safe, albeit informal passing opportunity to overtake other cyclist.
Make a Comment	Improved wayfinding and direction signage as through the new sections of the Outer Harbour Greenway would be great. It is currently easy to get lost.
Make a Comment	Underpass is excellent.
Make a Comment	I have been waiting for years for the coastal track from grange to semaphore to be finished. Annoying to have to go back onto the road at this section. What is the holdup?
Make a Comment	so pleased you put the bridge back
Make a Comment	I assume its because its the border between the two DPTI projects the Torrens to Torrens and the Railway one. It really does make the rest of the lovely bike path almost useless.
Make a Comment	YES - what's happening!!!!
Make a Comment	The Grange Lakes Linear Park shared path does not connect well to the Sportsman Drive path on Trimmer Parade. It would be better/easier to connect it with the new path that has just been developed on the east side of West Lakes. This could connect better if the shared use path went through Council's property on Trimmer Pde and connect with West Lakes that way? Will it then be possible to ride all around the lake which would be ideal for all users? Then better connect to WL shopping centre.
Make a Comment	OPEN DAY COMMENT I love the outer harbor greenway. I ride it every day to work. Keep up the good work
Make a Comment	OPEN DAY COMMENT the coastal track is long overdue
Make a Comment	OPEN DAY COMMENT compliment - Grange Lakes is great
Make a Comment	OPEN DAY COMMENT it would be good if the sand could be cleaned off the path more often
Make a Comment	OPEN DAY COMMENT compliment - I love the off road paths
Make a Comment	OPEN DAY COMMENT bicycle expressways would be good
Make a Comment	OPEN DAY COMMENT path surface needs repairs in some places
Make a Comment	OPEN DAY COMMENT pathway quite full with walkers currently
Make a Comment	OPEN DAY COMMENT compliment - good connection down to Glenelg

Make a Comment	OPEN DAY COMMENT like the 'share path' signs / images :)
Make a Comment	OPEN DAY COMMENT I would like to see Coast Park Completed [this comment was 'liked' by another 14 people at the open day]
Make a Comment	OPEN DAY COMMENT Compliment - path sweeping is appreciated
Make a Comment	OPEN DAY COMMENT compliment - we appreciate it when bushes/trees near the path are trimmed
Make a Comment	OPEN DAY COMMENT - agree with "prohibit parking in cyclist tracks on road"
Make a Comment	OPEN DAY COMMENT Prohibit parking in cycle lanes
Make a Comment	OPEN DAY COMMENT Good that bike/ped is linemarked 2 lanes
Make a Comment	OPEN DAY COMMENT No lights west of South Road (reported and fixed quickly)
Make a Comment	OPEN DAY COMMENT Fantastic to keep riders off road - drivers not tolerant
Make a Comment	OPEN DAY COMMENT Look at Churchill Road for a good example of on-road bicycle facilities
Make a Comment	OPEN DAY COMMENT Kerbing edges at crossings are dangerous Protuberances at intersections are dangerous
Make a Comment	Agreed! This one little stretch would mean not having to contend with traffic at all, in the most dangerous spot, but there's no apparent move to finish it!
Make a Comment	Can you make the signage through here bigger than just those little triangles with a bike on them? I find the route very hard to follow.
Make a Comment	The Grange Rd bike lane works ok, however it is used for parking even in busy periods (eg 7:30 - 8:30 am, 5:30 - 6:30 pm). This sometimes brings cyclists to a standstill.
Make a Comment	Love the whole linear park route! Thanks for maintaining this. It's a great ride
Make a Comment	Thanks for repairing the timber slats of the pedestrian/cyclist underpass at Port Rd (opposite the Brewery) however... the surface is so uneven that when riding along the underpass, your bike almost vibrates to pieces. It is incredibly difficult to ride up the western side ramp due to this. Can this surface be reviewed?
Make a Comment	I know this was rejected in the recent Hartley Rd upgrade, but a slight extension to the bike lane hours for cyclist heading west from Holbrooks Road to Findon Road would be great. Even just to 6:30pm would mean the dangerous interaction of cyclist, parked car, and traffic could be avoided. I find by the time I have ridden from work in the city, I reach roads like Hartley Road just as the bike lane hours end. There is ample car parking on the opposite side of Hartley Rd.
Make a Comment	Would be great to get the greenway going down this side of Bianco's - Pinda St is a bit dodgy at night
Make a Comment	That is already on the cards. It's part of the extended plan to upgrade McInerney Reserve, but also is dependent on the future development of the Bianco's site.

Make a Comment	This is a dangerous junction for bikes, especially children on bikes. Have asked about this a few times now. Cars turn left into Belmore Terrace at high speed and cars also catch bikes unaware when turning left. While I'm having a moan, the crossing for bikes and pedestrians is on some weird lockout. Sometimes you can be waiting 2 minutes to cross the road!
Make a Comment	Thank you for the way-faring signage :)
Make a Comment	Absolutely love the new shared pathway between Croydon and Bowden. Can't wait for the missing segment at Bowden to be completed!
Make a Comment	I meant car turning right into Belmore Terrace are also a problem. Cheers
Make a Comment	I think this is being looked at but don't think there has been agreement yet about how it's going to be done. Looks like a pretty big job.
Make a Comment	This underpass makes the ride to the city safer and nicer! great job
Make a Comment	Agree! there's an incomplete bridge that can be used of course, will it be done at any time?
Make a Comment	I have fallen in love with the shared path over South Road. Just FYI :-)<3
Make a Comment	Long term, we may want to think about closing right turns to and from this road.
Make a Comment	the exit of the under pass, there is almost a speedhump of repaired bitumen and as its often sandy it's hard to notice - can it be flattened?
Make a Comment	Can the bike lane hours be extended, as this road can be quite busy on weekends and difficult to navigate with parked cars? Also extending the hours in the evening would be useful.
Make a Comment	This link of the Outer Harbor Greenway between Chief Street and Drayton Street flanking the former Brompton Gas Works site must be direct, provide links with the adjacent RSA development site and provided ASAP. It is the only remaining missing link!
New Bicycle infrastructure	Work with management of all major shopping centres to provide decent bike rails near all entrances.
New Bicycle infrastructure	Add bike rails at dunes car parks.
New Bicycle infrastructure	make it usable for bikes please
New Bicycle infrastructure	Currently the bikeway stops here when riding towards the City. The ramp on the footpath connecting to the road is not well located for bicycle users.
New Bicycle infrastructure	The bitumen cycling path should continue all the way along the foreshore.
New Bicycle infrastructure	Kerb ramp required on Drayton St closure.
New Bicycle infrastructure	As before
New Bicycle infrastructure	2 dangerous competing single lanes on the Outer Harbor Greenway on Belmore Tce / Park and also Dale junctions. A need for bike channel or path, separate from the road, at these points.
New Route	Suggest 2 way infrastructure for quiet safe cycle on Seaview Rd, Tennyson (between Bournemouth and Terminus, as an alternative to Military Rd).
New Route	Add a pedestrian / bike bridge over Port Rd to access Welland shopping centre.
New Route	upgrade the pathway
New Route	OPEN DAY COMMENT off road path along Brebner or Turner to connect Grange Lakes to coast via West Lakes Boulevard
New Route	OPEN DAY COMMENT finish Chief Street to Drayton Street connection

New Route	OPEN DAY COMMENT Finish Grange Lakes Path missing links
New Route	OPEN DAY COMMENT continue Grange Lakes
New Route	OPEN DAY COMMENT link between RTLP and Churchill Road
New Route	OPEN DAY COMMENT Need path between Grange and Tennyson
New Route	OPEN DAY COMMENT Every street should be bicycle safe * street design * speed limits * passage through street enclosures The bikedirect concept should be turned around to look for streets where cars can travel above 30-40kph
New Route	Please consider building an off-road shared use path along West Lakes Boulevard from Woodville West to Coast. Verges are wide, so it should fit.
New Route	Cycle route joining semaphore to grange. I know it's been talked about at length previously and previous Tennyson dunes conservationists got it shut down. However, a small, two way bike path will bring awareness of the dunes, more families exercising and a complete beach path as previously hoped!
New Route	Continue the off road cycle path along the coast to join up with the Semaphore park beach side path giving a continuous riding and walking path along the coast.
New Route	Can Garnet Street officially be part of the bike network to allow cyclists to get to Welland Plaza safely from the Outer Harbor greenway? This should include the crossing of the Port Road central median at the Welland end of Garnet Street. Perhaps this could be included in the Croydon Link project if that is still going ahead?
New Route	There is an option for a new route off Grange Road, via Alice Street Glen Elder Street and cutting through Titanium Oval to join Toogood Avenue
Opportunities	My comment referred to lack of street name signs of all main roads at junctions and intersections throughout the metropolitan area, not just this marked location.
Opportunities	Work with West Torrens Council to acquire property south of River Torrens as it is redeveloped to enable continuous linear park on south bank.
Opportunities	Torrens Linear Park - Acquire property abutting bike/pedestrian path when the property is redeveloped in order to widen trail where it is narrow
Opportunities	There is a bike holding bay and bike activated crossing that needs signage so the bike crossing is used
Opportunities	The bike lane ends here, it would be good if there was a kerb ramp that would allow cyclists to mount the footpath rather than trying to merge with traffic on Chief Street.
Opportunities	There needs to be a sign telling cyclists they can go under Park Terrace, by turning left at Gibson and going onto the Greenway
Opportunities	West Lakes Boulevard no longer has to carry football traffic. Can one lane be converted to a protected bike lane to get people from the coast and Grange lakes paths to the Outer Harbor Greenway?
Opportunities	Could there be a bike path along the railway line through the Royal Adelaide golf club? This would provide an offroad access from Grange to Seaton.

Opportunities	I like this idea of riding in the middle of the large medium strip through the trees. Bikes and cars don't have contact with each other and only narrow access points only for bikes when crossing small streets or riding through new car parks being built on Port Rd.
Opportunities	agree, need simpler bike access between Chief and West - especially now that the gym near West is active
Opportunities	The Outer Harbour route is probably the most ridden cycling route in all of Adelaide, yet section between the River and Terminus St is poor (bike lanes disappear + rough sections). Serious cyclists will not use the coastal path due to crowding and inability to pack ride (but coastal path is great for families). Need to recognise how many people ride the Outer Harbour route and invest for the safety of both cyclists and motorists
Opportunities	Very limited access to the Torrens trail for cyclists between Seaview Rd and Henley Beach Rd
Opportunities	How many times have we heard they are going to upgrade to an underpass, only to remove it as not a core promise.
Opportunities	Great idea to continue the shared path along the railway line.
Opportunities	Can the shared path be extended to make the approach to this overpass/bridge smoother? Current approach angles require significant slowing when approach the bridge. The accumulation of slow points like this make commuting by bike hard work and a deterrent to riding.
Opportunities	Kindly request the installation of a bicycle green light adjacent the bus B light, which is activated at the same time as the bus light. When buses use the bus lane, cyclist are required to wait for a separate green light despite pedestrian on the left being able to cross and not crossing or interfering with the path of the bus.
Opportunities	OPEN DAY COMMENT If completion of city to outer harbor is months away - signage and advice on diversion onto First St, Chief St behind Anglicare to "Loose Caboose" would help
Opportunities	second attempt the marker should be on the west street intersection. Sorry about the errors
Opportunities	this should be on the chief st intersection
Opportunities	Could make it a bit easier/safer for bikes to get through here by shifting the curb cut a little
Opportunities	I would push the State Government for these trains to go below ground with a bike path next to them, with an overpass for motorised traffic.
Opportunities	And if so, will there be a Bike Direct Network Connection to the Outer Harbor Greenway?
Opportunities	Will the Bike Direct Network connect up to the new Port River Expressway shared path?
Opportunities	Agreed!
Opportunities	via CUSTOMER REQUEST system - replace the existing post and rail treatment within the laneway between Green Ave and Glenburnie Ave in Seaton with a bollard treatment to improve cycling access.
Opportunities	It's not a pedestrian crossing - there is a bike button and lantern present to get from Hartley to Valetta, but does require footpath riding. It's the other direction (from Valetta to Hartley) that is tricky!
Opportunities	OPEN DAY COMMENT Extend bike lanes West Lakes Boulevard
Opportunities	OPEN DAY COMMENT bike links in between one-way sections (Beach Street)
Opportunities	OPEN DAY COMMENT pram crossing coincides with Lineal Parks

Opportunities	OPEN DAY COMMENT remove arterial road crossings
Opportunities	OPEN DAY COMMENT Improve safety of Torrens Road @ Hanson Road - acquire part of Arndale car park + move car lanes north to allow continuity of Torrens Rd bike lanes.
Opportunities	OPEN DAY COMMENT bike paths separated by vertical kerb
Opportunities	OPEN DAY COMMENT fill in missing section of Coast Park
Opportunities	OPEN DAY COMMENT Trimmer Parade connection to Grange Greenway
Opportunities	OPEN DAY COMMENT build a bridge over the heritage listed wall, or keep existing bikedirect route in back streets
Opportunities	OPEN DAY COMMENT bike pathways on back roads rather than main roads where cars park on the bike paths
Opportunities	OPEN DAY COMMENT Torrens Linear Park would be good if it were wider in places. So it is easier to ride 2 abreast
Opportunities	OPEN DAY COMMENT signs along river Torrens telling people where they are - all arterial and local roads
Opportunities	OPEN DAY COMMENT regular maintenance of River Torrens path due to tree roots
Opportunities	OPEN DAY COMMENT (Henley Beach Road to River) - crossing of Seaview Road for peds and cyclists
Opportunities	OPEN DAY COMMENT widen RTLP in busy areas and bridge underpasses
Opportunities	OPEN DAY COMMENT street name signs of all main roads at road junctions
Opportunities	OPEN DAY COMMENT bike bypass @ road squeezes
Opportunities	OPEN DAY COMMENT build a kids cycling education facility
Opportunities	OPEN DAY COMMENT review wayfinding signage
Opportunities	OPEN DAY COMMENT bikes should travel in both directions on Seaview Road one way parts
Opportunities	OPEN DAY COMMENT Chief Street - off road path
Opportunities	OPEN DAY COMMENT Permanent bike lanes where it won't effect business [Grange Road]
Opportunities	OPEN DAY COMMENT wayfinding signs along River Torrens
Opportunities	OPEN DAY COMMENT more toilets along path

Opportunities	OPEN DAY COMMENT crossing for path users here would be great. In summer heavy traffic makes it hard to cross & people don't walk around to the under crossing
Opportunities	OPEN DAY COMMENT bike / pedestrian crossing south side of Torrens bike path crossing @ Seaview Road
Opportunities	OPEN DAY COMMENT compulsory acquire private property for bike path along Tennyson dunes
Opportunities	OPEN DAY COMMENT 30 km/h on Greenway
Opportunities	OPEN DAY COMMENT widen the path and remove the 'no cycling' signs around the lake
Opportunities	OPEN DAY COMMENT ensure that buffer spaces are provided between bike lanes and parking, to prevent dooring
Opportunities	OPEN DAY COMMENT a cycling path around the lake would be great
Opportunities	OPEN DAY COMMENT Updated bicycle education for all
Opportunities	OPEN DAY COMMENT close various roads on either side of an intersection, enough for an allotment and a cycle way, then sell off the 2 allotments to fund a linear bicycle way
Opportunities	OPEN DAY COMMENT education campaign - riders to not ride too fast on shared paths
Opportunities	OPEN DAY COMMENT more off road paths
Opportunities	OPEN DAY COMMENT Plant substantial trees to provide canopy along streets
Opportunities	OPEN DAY COMMENT signs on shared paths asking pedestrians to keep left / education campaign
Opportunities	OPEN DAY COMMENT Improve Park St Sth crossing of Port Road to Ledger Road
Opportunities	OPEN DAY COMMENT Port Road - cycling in median to keep off road
Opportunities	OPEN DAY COMMENT Behind Anglicare - can path be extended on rail reserve to Chief Street
Opportunities	OPEN DAY COMMENT linemarking to delineate lanes more often
Opportunities	OPEN DAY COMMENT Playground even if small at Henley Beach Square - see Glenelg for an example
Opportunities	OPEN DAY COMMENT Crossing connection for Henley Boulevard at Findon Road
Opportunities	OPEN DAY COMMENT Divert cyclists to other side of railway line temporarily until path is open (using Anglicare car park)

Opportunities	OPEN DAY COMMENT Would like to see an extension of the track to West Lakes
Opportunities	OPEN DAY COMMENT turn into one lane for cars and dedicated off road cycle lane. Plant trees for shade
Opportunities	OPEN DAY COMMENT Regency Road - continue bike lanes across Torrens Road
Opportunities	OPEN DAY COMMENT bicycle lanes along Woodville Road
Opportunities	Could you extend this bikeway all the way to Grange, including through Royal Adelaide golf club, along the train line? This would give a great safe ride for people commuting from the northern suburbs.
Opportunities	This part of Frederick Rd has ample room for a bike lane (even separated). Can we have one please.
Opportunities	I agree, I use the same footpath outlined below, but perhaps there is a safer alternative.
Opportunities	The frequency of trains makes this an ideal location for a bike / pedestrian crossing over Torrens Rd. It would be great if crossings were installed on both sides of the track.
Opportunities	Exeter Tce is an ideal corridor for cyclists because the train line minimises the number of intersections that need to be crossed.
Opportunities	This intersection is dangerous in a car, let alone on a bike. To continue from Hartley Rd to Valetta Rd I use the footpath (which is awkward and often covered in debris) and then the pedestrian crossing. Maybe this stretch of footpath on the eastern side of Findon Rd between Hartley Rd and Valetta Rd could be developed as a safer bikeway/shared path option.
Opportunities	Promote and create a dedicated off-road coast to AirPort bike lane along Burbridge road and left to Glenelg and right through to Semaphore
Opportunities	Can we have bike parking at Croydon Station as per that recently installed at West Croydon? Many people park and ride from this station due to cheap travel on a 2-section ticket. It makes sense to encourage some of those to ride to the station instead.
Opportunities	How about making the new fence along the northern side of the new Outer Harbor Greenway an official free wall? At present it is fast becoming covered in low quality tagging, perhaps making it a free wall will encourage some higher quality street art?
Opportunities	A cyclist button here to activate the traffic lights would be useful.
Opportunities	Can there be undercover bicycle stations?
Opportunities	And perhaps a train line crossing here? (I hate main roads)
Opportunities	Any chance of a future crossing somewhere near here so those along the Outer Harbor Greenway get access to Bunnings/Harvey Norman?
Opportunities	Any chance of a bike lane on Findon Road? Drivers can be unpredictable and parked cars can make parts of Findon Road difficult to navigate.
Opportunities	There is already a off-road path on the north-western side of Josiah Mitton Rd, however it terminates at the Josiah Mitton Reserve (south of McBurne Close). Why not provide a link from Josiah Mitton Reserve to/from Coglein Street, and ultimately link up with Port Road District Centre and the Outer Harbor Greenway?
Opportunities	A bike lane on Holbrooks Road would be awesome. It feels like it's wide enough to accommodate one!