

2024 - 2035 Transport Strategy



TOWN OF



WALKERVILLE



The Town of Walkerville acknowledges the Kaurna people as the traditional custodians of this land, and respects their spiritual relationship with their country.

In preparing the Transport Strategy, we recognise the many generations of stewardship the Kaurna people have provided to this land and respect that their cultural heritage and beliefs are as important today as they were for their ancestors.





2024 - 2035

Transport Strategy

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Town of Walkerville

66 Walkerville Terrace, Gilberton SA 5081

08 8342 7100

walkerville@walkerville.sa.gov.au

www.walkerville.sa.gov.au

 @TownOfWalkerville

 @TownOfWalkerville

1.0 Executive summary

1.1 Purpose

The Transport Strategy aims to address the evolving needs and challenges of the Town of Walkerville transportation and connection system by improving how the community moves and commutes within our Township.

The Strategy has been developed through consultation with the community and stakeholders to identify issues and opportunities to improve local traffic access, road safety, parking and amenity. Community feedback was obtained through an online transport survey with 668 responses, two drop-in sessions and 16 formal email submissions.

The key issues that were identified included cut-through traffic and speeding, parking, school zones, and the cycling and walking network. By implementing the actions outlined in

this Transport Strategy, the Town of Walkerville aspires to create a more sustainable, accessible, efficient, safe and inclusive traffic and transport system that serves the needs of our community now and into the future.

1.2 Stage 1 Community Engagement Report

Stage 1 of the Transport Strategy was conducted between February 2023 and May 2023, with a Community Engagement Summary Report adopted in June 2023. This Report provided a description of the engagement approach, the online survey with the survey response rate and findings, the drop-in sessions and the feedback from all of the online community surveys and meetings. This report was then used to inform the development of the final Transport Strategy and Action Plan.

1.3 Stage 2 Transport Strategy development

The issues and opportunities identified in Stage 1 were used in the development of the Transport Strategy and Action Plan. This process involved the engagement with stakeholders and community to obtain a clear set of deliverable actions to address the concerns raised in Stage 1.

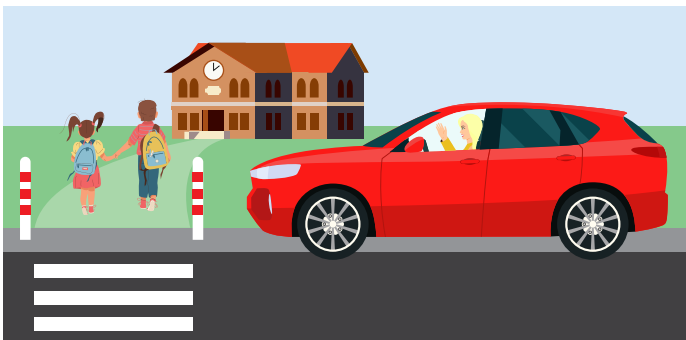
1.4 Transport Strategy key themes

In response to the community feedback, the Transport Strategy was developed around three key themes shown below:



Theme 1 Local streets

Manage and improve the movement and amenity for local traffic, including reduced speed limits and parking management.



Theme 2 School transport

Improve the transport safety for students and the general public outside of the five local schools in the Town of Walkerville.



Theme 3 Transport connections

Improve the local transport connectivity for active transport (walking and cycling), public transport and other shared-use transport modes.

1.5 How we will deliver the Transport Strategy

For each transport strategy theme, key actions have been developed in order to allow Council to deliver solutions that address the issues identified by stakeholders and community.



Priority transport actions

These actions will be prioritised and will either be funded by internal transport budgets or project budget bids.



Asset Management Plan - renewals

These actions will be prioritised through our Road Asset Renewal Program and additional funding allocated to the construction of traffic control devices, if required.



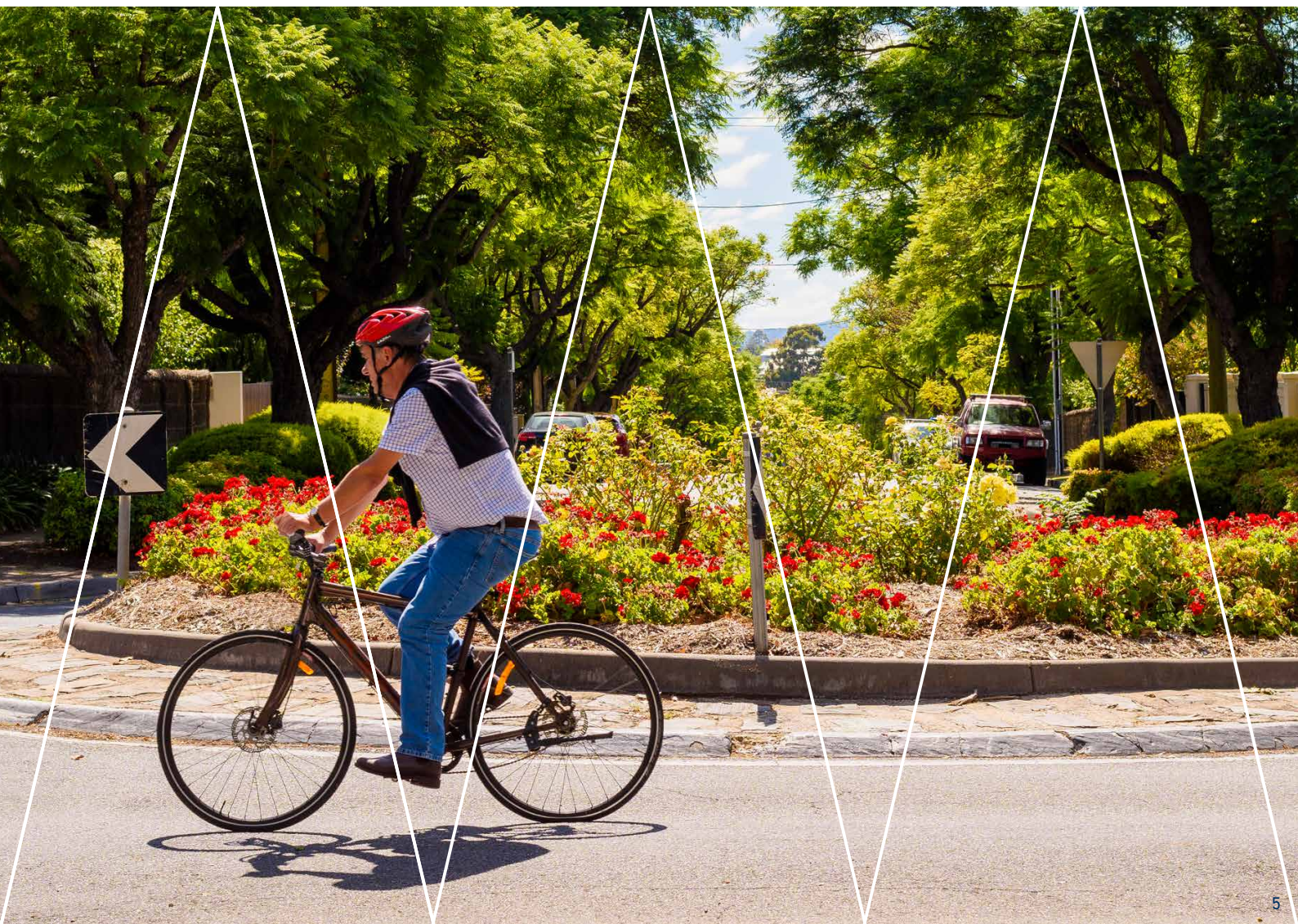
Future strategic considerations

These actions will require a combination of renewal budget, project budget and grant funding.

1.6 Transport Strategy Action Plan

The Transport Strategy provides a set of key actions to be delivered over the 10-year life of the Plan. Each action has been prioritised to make the most impact, whilst also being achievable and affordable.

These actions are grouped under the key themes. Each action describes the project that requires action, the funding source and the timeframe to achieve the objective. The detailed actions can be found tabled at the end of this document.



2.0 Introduction

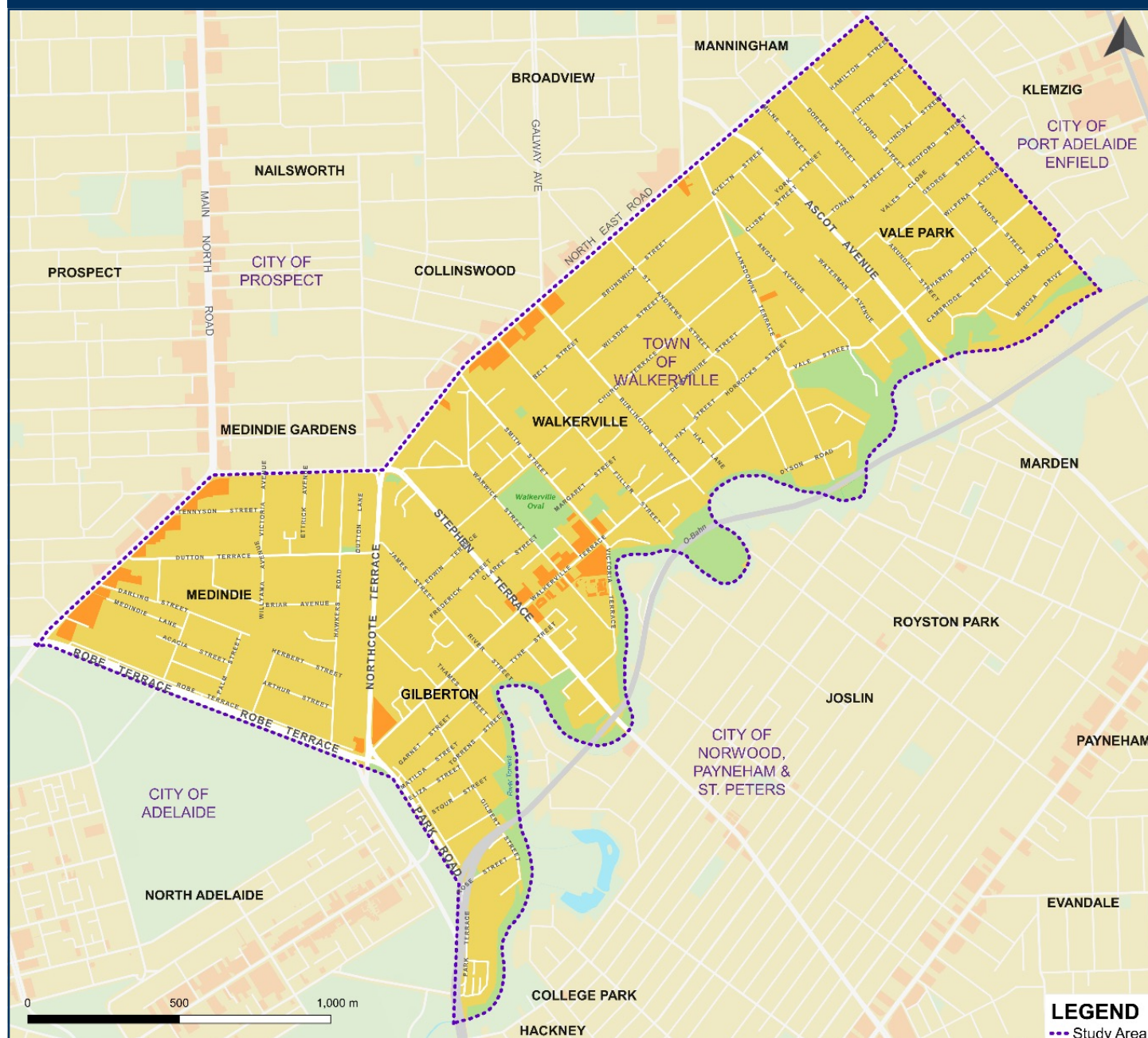
The purpose of the Transport Strategy is to address issues and opportunities identified by providing clear direction to improve local traffic access, road safety, parking and amenity with respect to:

- Managing traffic on local streets with cut-through traffic and speeding.
- Managing on-street parking for residents, schools and businesses.
- Identifying measures to improve the amenity and safety for local residents and businesses on Walkerville Terrace.
- Providing safer connections to the cycling and walking network through and within the study area and adjacent suburbs.
- Managing traffic around schools, particularly in kiss and drop areas.

The study area for the Transport Strategy (shown in **figure 1**) is the entire Council area for the Town of Walkerville, which comprises the suburbs of Gilberton, Medindie, Vale Park and Walkerville.

Community feedback was obtained through an online transport survey with 668 responses, two drop-in sessions and 16 formal email submissions. The issues were grouped by the following transport themes and are shown by location in **Figure 2**.

Figure 1: Study area for the Town of Walkerville Transport Strategy



The key issues identified from the Stage 1 engagement activities were:

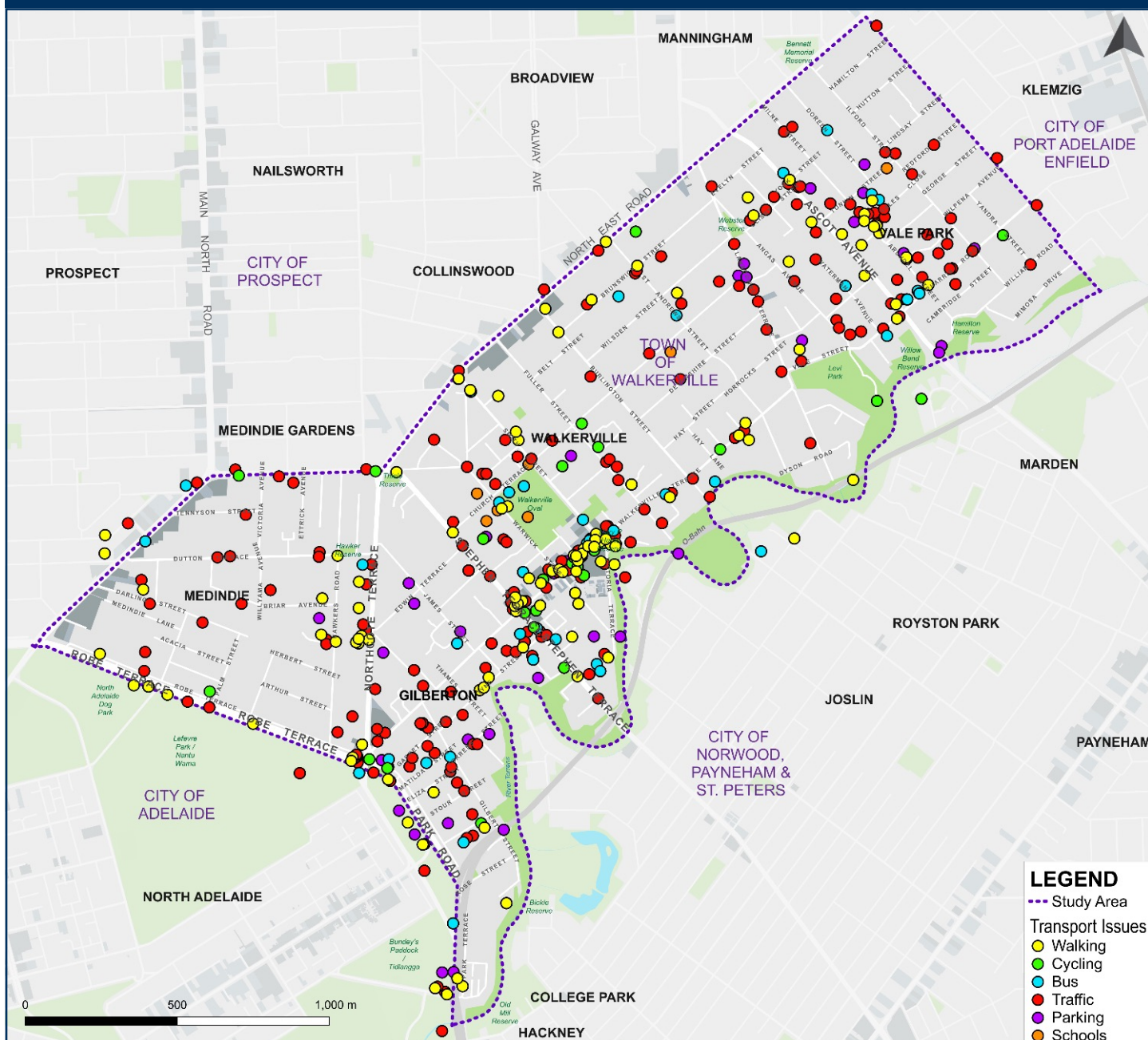
- Strong support for slower speeds in residential streets and local road closures where appropriate.
- Traffic safety and street amenity in residential areas.
- Pedestrian safety crossing Walkerville Terrace, in particular at the wombat crossing west of Smith Street.
- Management of movement around schools at AM and PM start and finish times.

- Barriers for walking, cycling and bus stop access with suburbs surrounded by busy arterial roads.
- Poor pedestrian and cyclist connections along and across Linear Park.
- Management of on-street parking in residential streets.
- The 3-hour parking policy and the eligibility for parking permits by residents needs to be reviewed.

The key findings identified from the community and stakeholder consultation were:

- Pedestrian safety for crossing Walkerville Terrace and walking along it.
- Management of pedestrians and vehicle traffic around schools.
- Improvements for safer walking, cycling and public transport access along the boundaries.
- Asset management for footpaths and bicycle routes, including signage.
- On-street parking management strategies.

Figure 2: Issues for residents in the Town of Walkerville

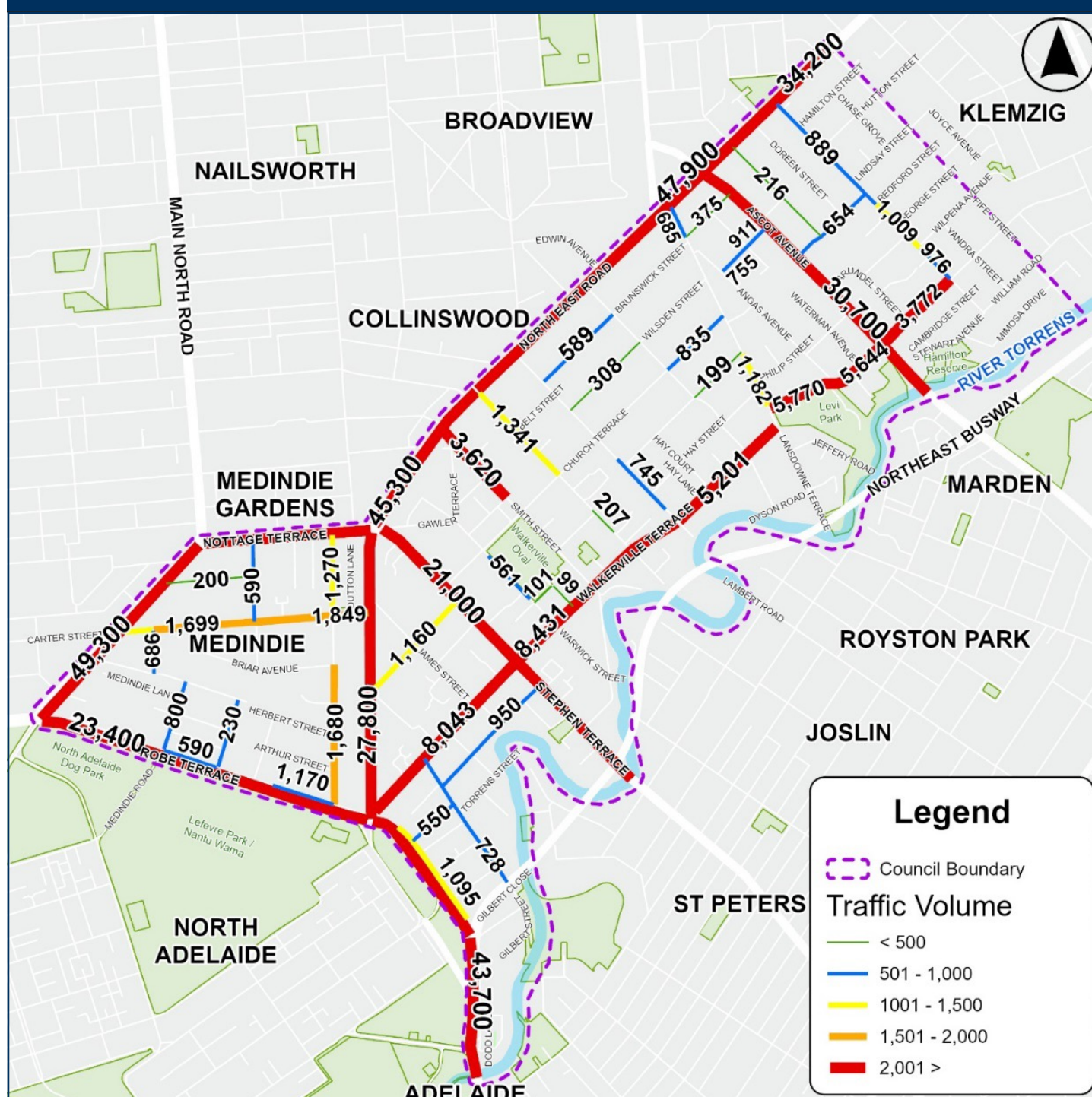


3.0 Vehicular traffic volumes

The traffic volumes on the road network in the Town of Walkerville, including the additional traffic counts conducted in September 2023, are shown in Figure 3.

Most of the local streets have traffic volumes under 2,000 vehicles per day. Walkerville Terrace is the busiest road owned and managed by the Council, ranging from 5,200 to 8,000 vehicles per day. The majority of vehicular traffic travels around and through the Township via the major arterial road network operated by the Department for Infrastructure and Transport (DIT).

Figure 3: Traffic volumes on the road network in the Town of Walkerville

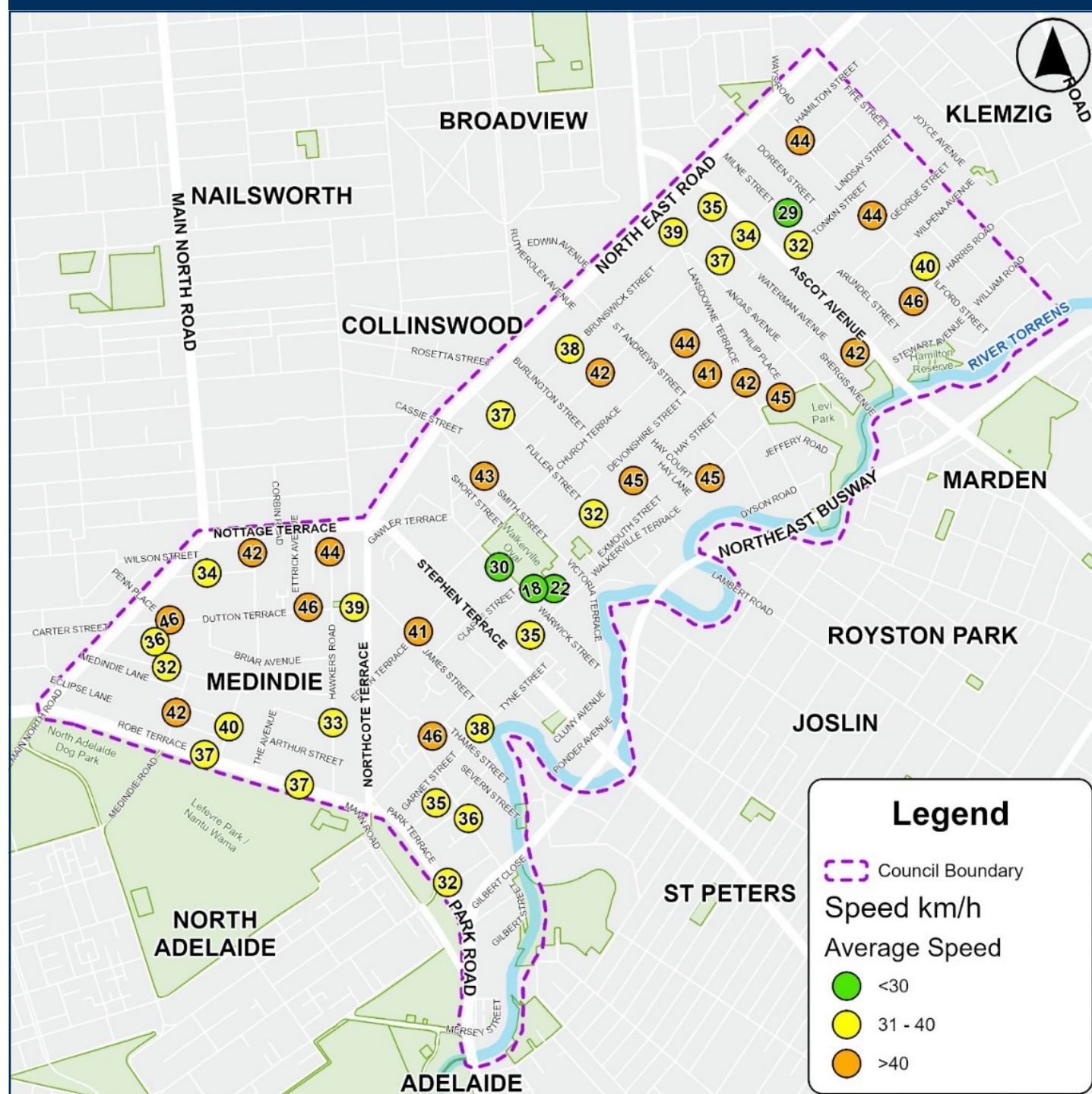


4.0 Road network speeds

The average traffic speeds on the road network in the Town of Walkerville are shown in Figure 4.

Most of the Council streets have average speeds under 45km/h, which is typical for a local road network with the default speed of the network being 50km/h. Speed data is collected on roads under the care and control of the Department for Infrastructure and Transport as part of this process. The benefits to reducing the default speed limit from 50km/h to 40km/h are discussed later in this Strategy.

Figure 4: Average speeds on the road network in the Town of Walkerville

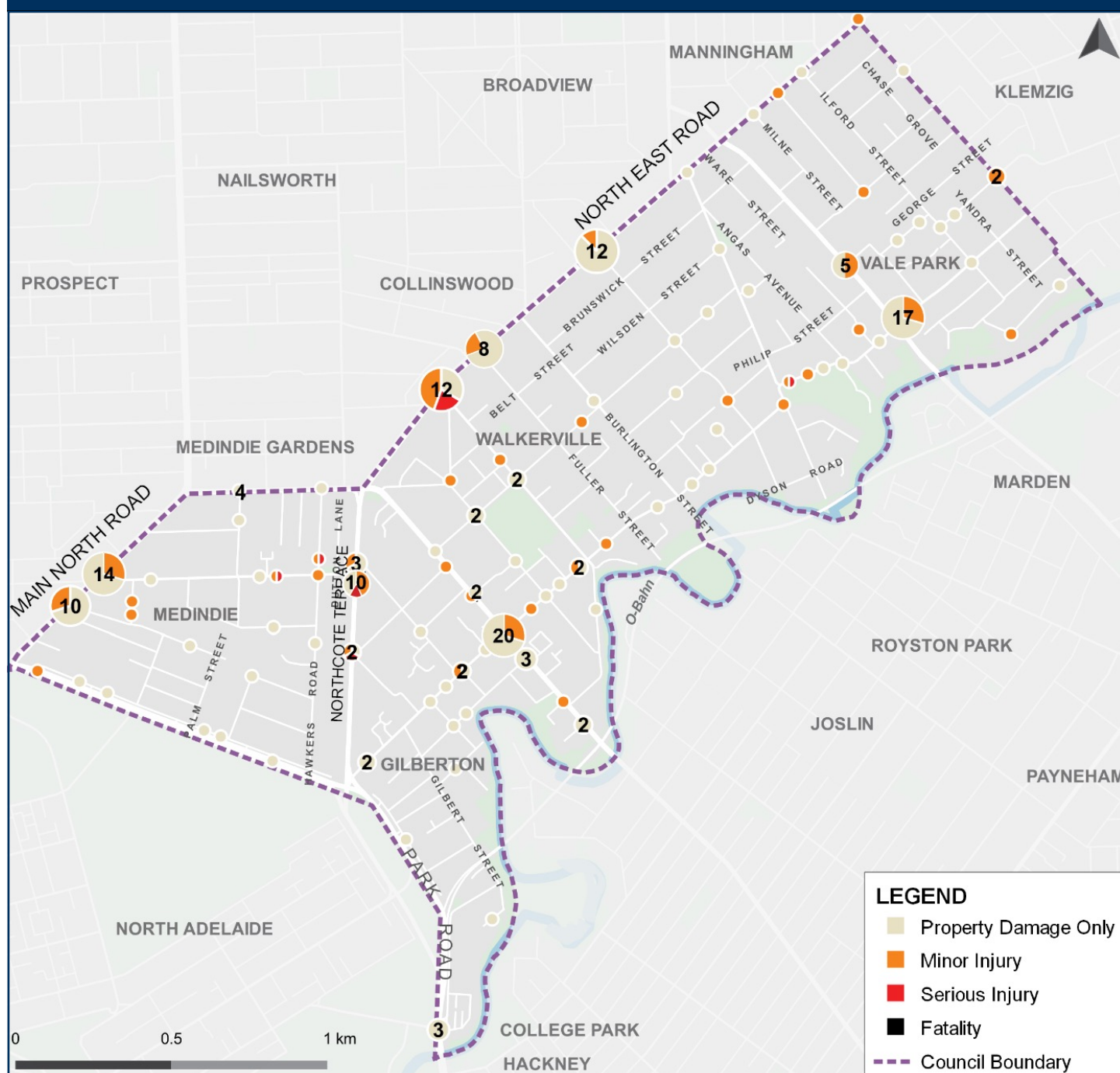


5.0 Crash statistics

The crash statistics for the five-year period from 2018 to 2022, are shown in **Figure 5** by location for fatalities, serious injuries and property damage.

Crash statistics on Council roads are generally considered low compared to other locations, however, there are higher statistics at some of the major intersections operated and maintained by DIT. At the time of developing this Strategy, there were no identified blackspots on Council roads and intersections. A blackspot area is defined as three crashes over a five-year period at the one location.

Figure 5: 2018 to 2022 crash statistics in the Town of Walkerville

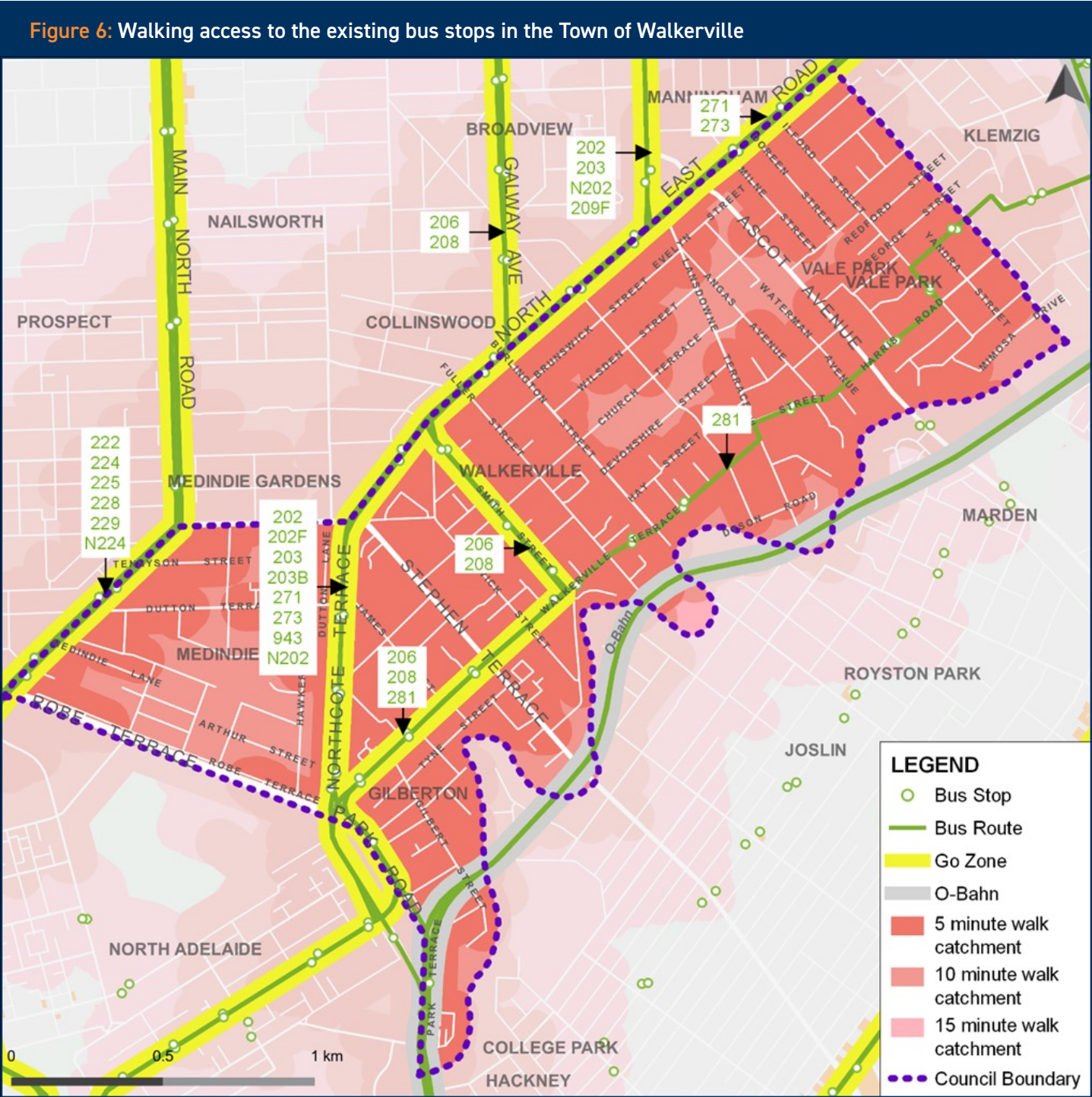




6.0 Public transport

The bus services in the Town of Walkerville generally have good walking access to the bus stops, as shown in Figure 6.

All parts of the Council are within a 15-minute walk to a bus stop, however, the bus stops on the west side of Main North Road in Prospect and the north side of North East Road in Collinswood are not easy or convenient for residents to access.



The Town of Walkerville has a total of 58 bus stops, that Council provides and maintains, located within or along the Council boundaries. The daily average boardings at the bus stops in the Town of Walkerville are shown in Figure 7.



7.0 Cycling

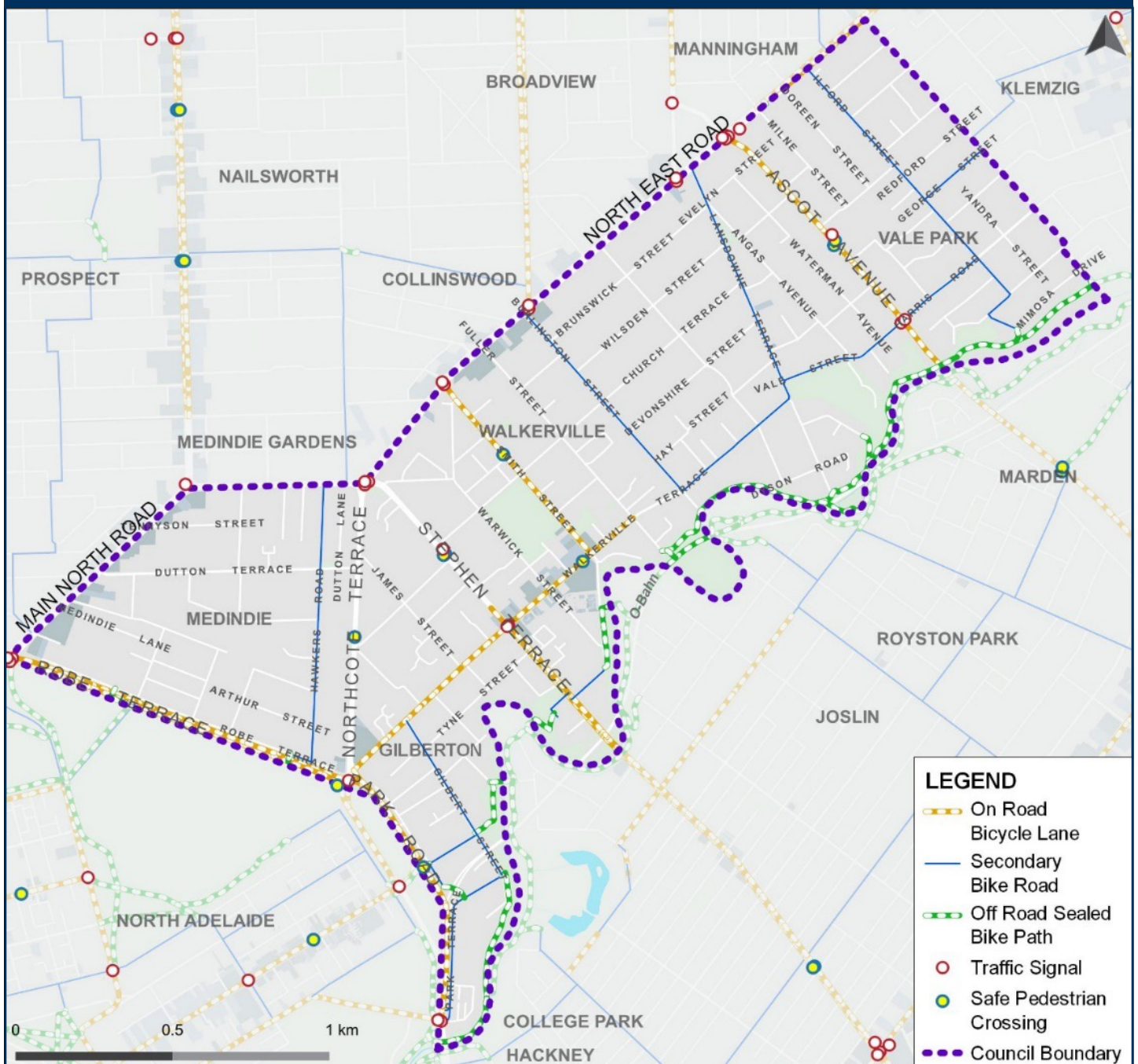
The Town of Walkerville has 27km of bicycle routes within the Township with on-road bicycle lanes, signage and sharrows that are maintained by the Council. The bicycle network that comprises of the State Government BikeDirect routes are shown in Figure 8.

The key bicycle routes are:

- Walkerville Terrace between Fuller Street and Park Road - including the roundabout at Smith Street;
- The City to Levels bikeway that passes through Walkerville via Burlington Street and Walkerville Terrace;
- Lansdowne Terrace, Ilford Street and Harris Road in Vale Park;
- Hawkers Road in Medindie; and
- River Torrens Linear Park that follows the Council boundary between Hackney Road and Fife Street.

The Town of Walkerville is considered a key location for cyclists with its connection to the Adelaide CBD and River Torrens corridor.

Figure 8: Cycling network in the Town of Walkerville



8.0 Walking

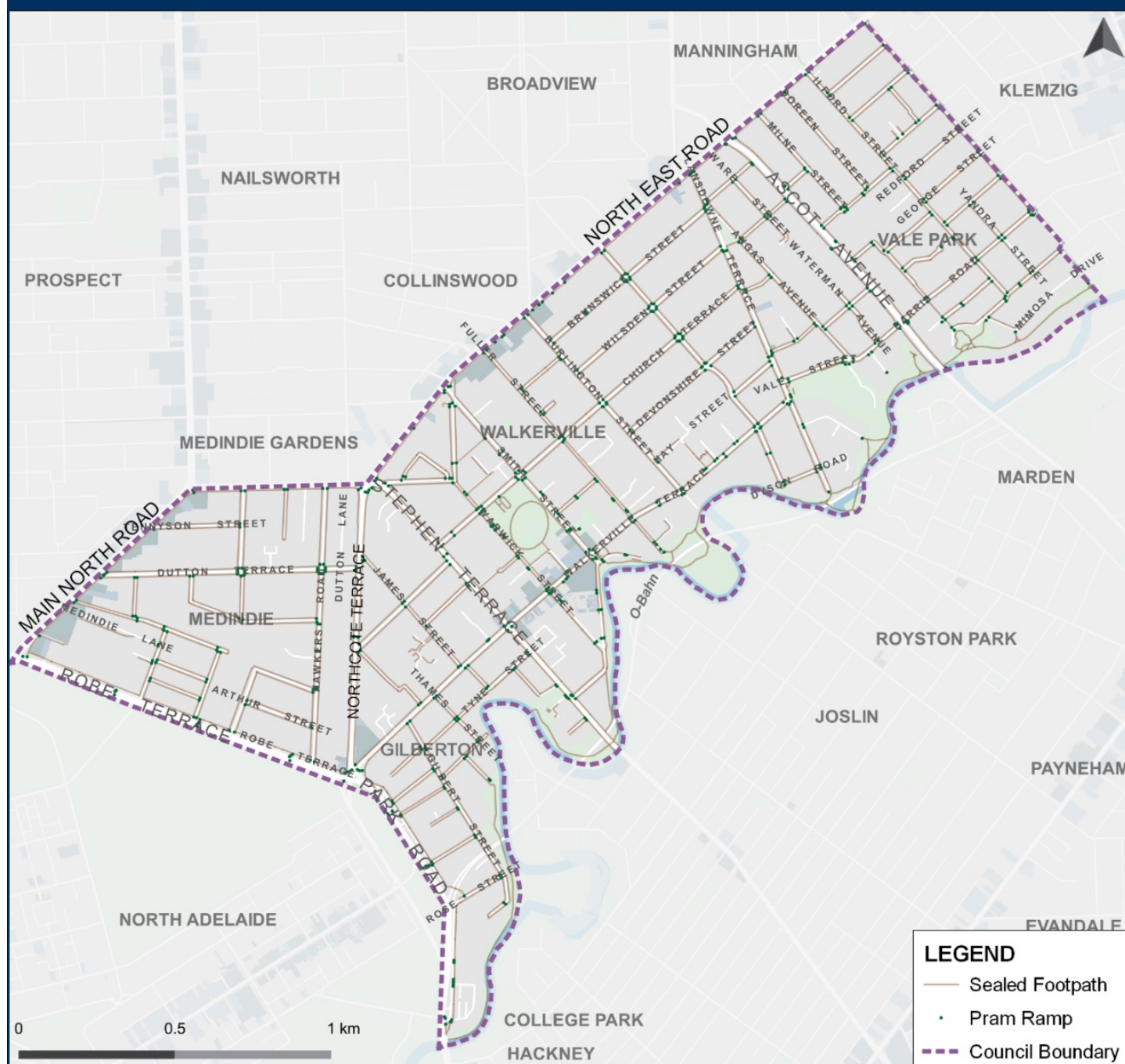
The Town of Walkerville is responsible for the maintenance of 74km of footpaths. The sealed footpath network and the location of pram ramp installations is shown in **Figure 9**.

A number of residents walk the local streets to access local facilities, such as the shopping precinct and the River Torrens. The Town of Walkerville is well serviced in footpaths with an overall footpath condition score of 2.6, which indicates Council's footpath network is in a fair condition (1 = very good condition, 5 = very poor condition), with some locations in poor condition and crossings at major arterial roads identified as an issue. Council will increase its expenditure in 2024/25 onwards, which will see Council's overall footpath network move from 2.6 (fair condition) to 2.0 (good condition).

Key local destinations for walking trips are:

- the Walkerville Terrace Shopping Centre on Walkerville Terrace and the Drakes supermarket in Collinswood on North East Road; and
- parks and sports reserves at Walkerville Oval, Levi Oval and Crawford Reserve in Walkerville, Hamilton Reserve and Willow Bend Reserve in Vale Park, Creswell Reserve in Gilberton, and the River Torrens Linear Park on the southern side of the Council in Gilberton, Walkerville and Vale Park.

Figure 9: Footpath infrastructure in the Town of Walkerville



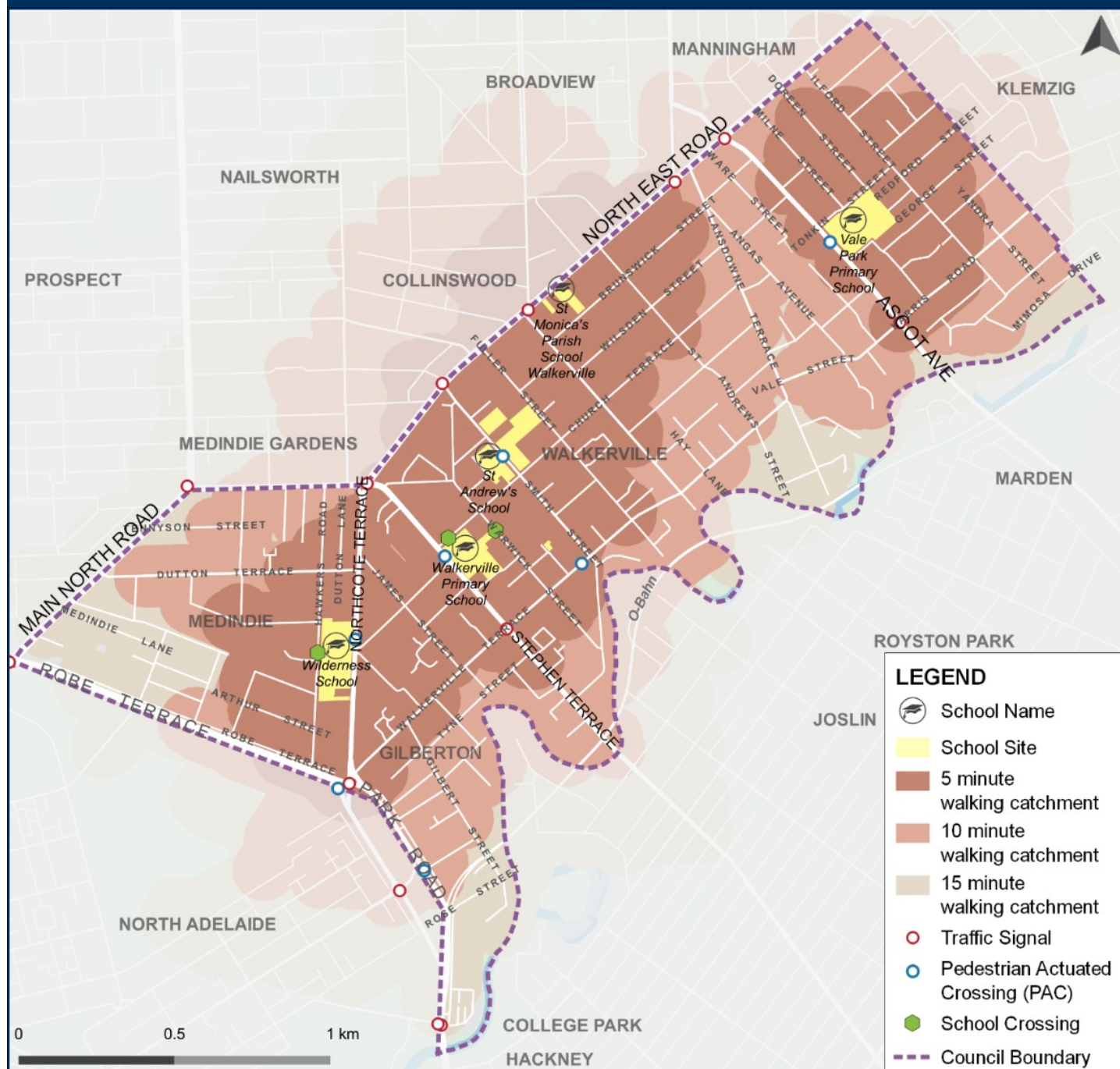
9.0 Local schools

The Town of Walkerville has five schools - two public primary schools and three private schools - comprising:

- Walkerville Primary School, Walkerville;
- Vale Park Primary School, Vale Park;
- Wilderness School, Medindie;
- St Andrew's School, Walkerville; and
- St Monica's Parish School, Walkerville.

The walk access to these local schools with a five, 10 and 15-minute walkable catchment, are analysed in **Figure 10**. This map demonstrates that students in the Town of Walkerville attending Walkerville Primary School in the northern part of Gilberton and most of Walkerville are within a walkable distance. However, Stephen Terrace, North East Road and Walkerville Terrace are considered hazardous for children to cross. Vale Park Primary School also has a walkable catchment east of Ascot Avenue. The three private schools – Wilderness, St Monica's Parish and St Andrew's School – have significant student enrolment areas beyond the Town of Walkerville and more students would be driven or use public transport to travel to school.

Figure 10: Walkable access to Schools in the Town of Walkerville



10.0 Community Safety Forum

On 17 May 2024, approximately 100 local residents attended a Community Safety Forum hosted by Council with SAPOL in attendance.

At this session, there were several road safety concerns raised, including:

- speeding in local streets, particularly rat running to avoid major DIT intersections;
- lack of speed monitoring and traffic law enforcement from SAPOL in the local area;
- safety concerns regarding the Woolworths underground carpark exit onto Walkerville Terrace; and
- restricting access on to some local streets (one-way roads and road closures).

To address these concerns, there have been actions incorporated into the local streets theme to include working with SAPOL regarding speed enforcement, 40 km/h speed zone roll out and considering road closures as part of road asset renewals in accordance with the Roads Asset Management Plan.

11.0 Transport Strategy key themes

In reviewing the technical traffic data and feedback from the community, the actions for the Transport Strategy were developed around the following three themes, which will address the issues from stakeholders and community members, namely:

Theme 1 Local streets



Theme 2 School transport



Theme 3 Transport connections



Theme 1: Local streets



The initiatives under Theme 1, which is to manage and improve the movement and amenity for local traffic, were developed from the following ideas:

- **implement slower speeds in local residential streets for suburb or area-wide 40km/h speed limits, including:**
 - › monitor the traffic speeds post-implementation;
 - › working with SAPOL on speed enforcement; and
 - › implementation of road closures where warranted.
- **review of parking management policies, including:**
 - › on-street parking management strategies and the use of parking permits; and
 - › review parking management in local streets and the policy for parking permits.
- **improvements for safety and amenity along Walkerville Terrace, including:**
 - › pedestrian safety for crossing Walkerville Terrace and walking along it;
 - › investigate 30km/h for Walkerville Terrace as an activity precinct; and
 - › plan, design and fund a streetscape project for Walkerville Terrace, similar to King William Road in Hyde Park, Hindley Street, Adelaide and Prospect Road, Prospect.



The key initiative for Theme 1 is the implementation of 40km/h speed limits for selected suburbs or the entire Council area. The 40km/h speed limits have been progressively implemented in inner urban councils of metropolitan Adelaide since 1998, starting with a city-wide implementation in the City of Unley that was first trialled in 1991. The other councils that have implemented partial or area-wide 40km/h speed limit changes are shown within the coloured areas in **Figure 11**.

The map displays the Adelaide region with various local government areas (LGAs) and their boundaries. The color-coding indicates the status of 40km/h speed limit areas:

- Existing 40km/h Speed Limit Areas (Blue):** Includes areas like West Lakes, Seaton, Woodville West, Flinders Park, Bowden, North Adelaide, City of Prospect, and parts of the City of Adelaide.
- Proposed 40km/h Speed Limit Areas (Yellow):** Includes areas like Alberton, Hennington, Croydon Park, City of Norwood Payneham and St Peters, and parts of the City of Adelaide.
- Future 40km/h Consultation Planned (Pink):** Includes areas like Birkenhead, New Port, and parts of the City of Adelaide.

Major roads shown include M2, M16, A16, and various local roads like Grand Junction Road and Lyons Road. The map also shows the coastline and surrounding areas like the City of Tea Tree Gully and the City of Burnside.

- City of Norwood, Payneham & St Peters conducted 40km/h speed limit consultation in July and August 2023 for Hackney, College Park, St Peters, Joslin, Royston Park and Marden and received Council approval on 4 December 2023 to implement the speed limit change in 2024;
- City of Norwood, Payneham & St Peters implemented 40km/h speed limits in Evandale, Maylands and Stepney in 2019, and Norwood and Kent Town in 2022;
- City of Prospect is reviewing a 40km/h speed limit policy that was implemented in 2019;
- City of Burnside provided approval for 40km/h speed limits in Dulwich, Rose Park, Toorak Gardens, Glenside, Glenunga, Frewville, Beulah Park and Kensington Park in 2023; and
- City of Adelaide is currently undertaking speed limit reviews for the CBD and North Adelaide.

Figure 12: Rationale for slower speeds on local streets in the Town of Walkerville

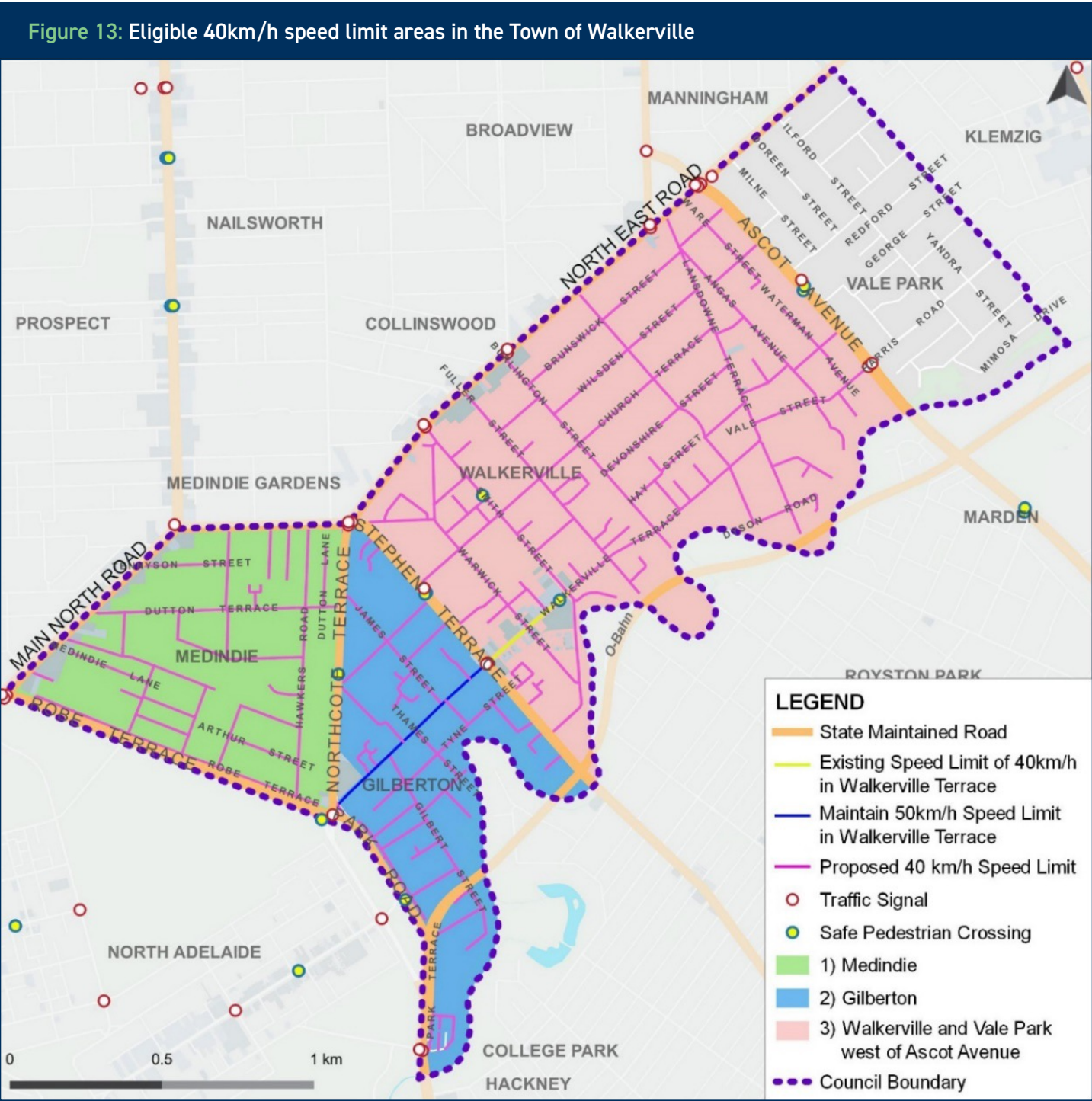
Impact speed km/h	Death % risk	Serious injury % risk	Slight injury % risk
30	10%	15%	75%
40	32%	26%	42%
50	80%	3%	17%
60	95%	3%	2%

19

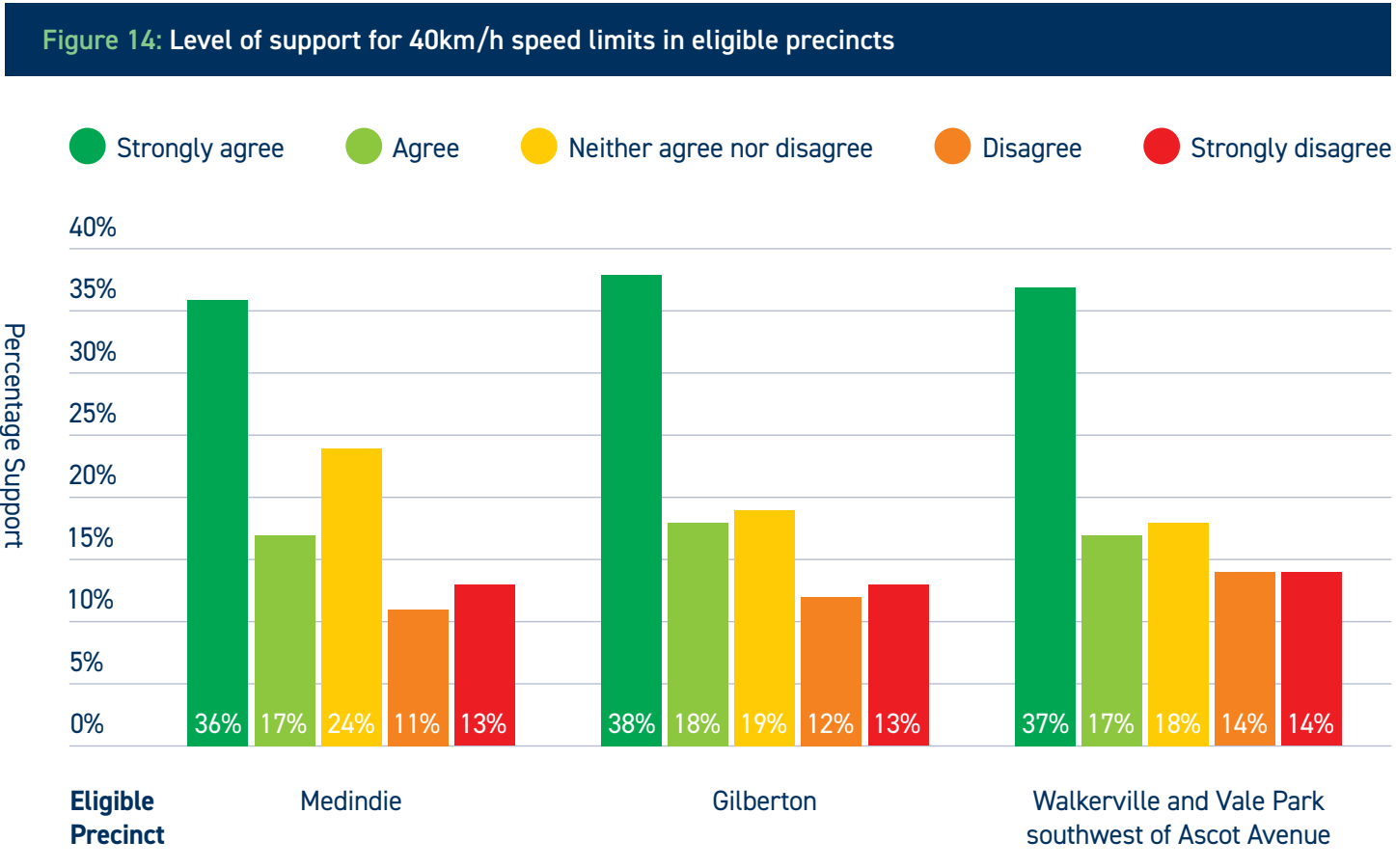
12.0 Theme 1: Local streets (continued)

12.2 Eligible 40km/h precinct

The Town of Walkerville has three distinct precincts that are eligible for 40km/h speed limits on their own. They are shown in Figure 13 in accordance with DIT guidelines.



The response to 40km/h speed limits in the eligible precincts of Medindie, Gilberton, Walkerville and Vale Park (south of Ascot Avenue), was about 76 percent supportive or neutral from a sample of 493 responses. The breakdown of the level of support for each precinct is shown in Figure 14.



The areas in the Town of Walkerville proposed for a 40km/h speed limit are shown in Figure 13. To enable DIT approval to a 40km/h speed limit area, the relevant streets within the area with sections longer than 250m are required to have an average of mean speeds less than 50km/h. The results by suburb or precinct for the proposed 40km/h speed limit are provided in Table 1.

Table 1: Average speed results on local streets for the Town of Walkerville	
Suburb or precinct	Average of mean speeds
Medindie	39.3 km/h
Gilberton	38.5 km/h
Walkerville	39.2 km/h
Vale Park (south)	40.6 km/h
Vale Park (north)	39.7 km/h
All precincts	39.3 km/h

12.0 Theme 1: Local streets (continued)

12.3 Klemzig and Vale Park 40km/h precinct

Consultation to determine the community support for a 40km/h speed limit in Vale Park (north of Ascot Avenue) and Klemzig (south of OG Road), was conducted in collaboration with the City of Port Adelaide Enfield in November 2023. The findings were presented to both councils in January 2024, however, the City of Port Adelaide Enfield does not currently support 40km/h in this area and plans on reviewing their traffic data in 12 months time (early 2025). At this time, the Town of Walkerville will re-engage with the City of Port Adelaide Enfield to look to implement the 40km/h precinct for this area.

Figure 15: Outcome of the 40km/h community consultation process with the City of Port Adelaide Enfield

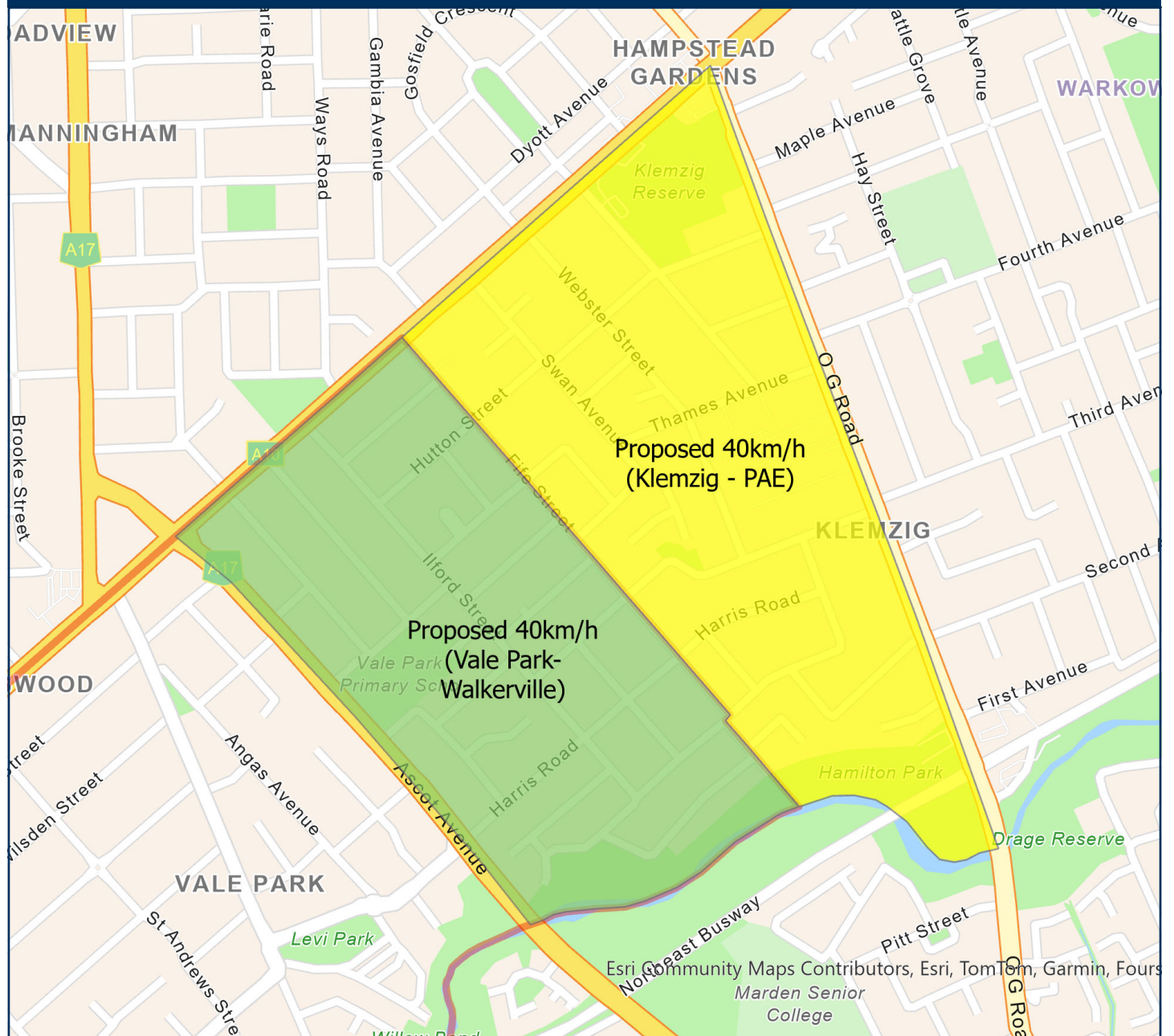


Table 2: Level of support for 40km/h – Town of Walkerville

Response	Total
I am supportive of the 40 km/h speed zone	62 (51.7%)
Neutral	5 (4.2%)
I am not supportive of the 40 km/h speed zone	53 (44.2%)
Total	120

Table 3: Level of support for 40km/h – City of Port Adelaide Enfield

Response	Total
I am supportive of the 40km/h speed zone	118 (57.3%)
Neutral	9 (4.4%)
I am not supportive of the 40km/h speed zone	79 (38.3%)
Total	206

Table 4: Level of support for 40km/h – combined

Response	Total
I am supportive of the 40km/h speed zone	180 (55.2%)
Neutral	14 (4.3%)
I am not supportive of the 40km/h speed zone	132 (40.5%)
Total	326

12.0 Theme 1: Local streets (continued)

12.4 Review of parking management solutions

A high-level review of the existing Council-wide parking policies was conducted in 2020 from a holistic traffic management perspective. An overarching mechanism was developed to address parking concerns raised by residents in relation to all day parking within the township and around locations of significance, such as schools, retail shopping precincts (Walkerville Terrace) and close proximity to bus routes through the Town of Walkerville. The on-street parking plan that was complementary to the "General On-street Parking Policy" was adopted by Council on 17 February 2020 and provides more details for the locations of the on-street timed parking restrictions.

The wider Township on-street parking policy review has the following objectives:

- to develop a mechanism to address parking concerns raised by residents in relation to all day parking within the entire township and around locations of significance, such as at schools, retail zones and within close proximity of the bus stops with direct services to Adelaide CBD; and
- improve the general lack of clarity regarding the different parking controls in effect across the Township.

A Township-wide on-street parking policy was developed with the following types of parking controls:

- unrestricted parking with no signage for controlling on-street parking;
- streets with special resident permit zones and restrictions, including disabled parking spaces; and
- designated streets with a high likelihood of commuter parking in front of residential premises from Monday to Friday with a time limit of three hours between 9am and 5pm.

Short-term, time restricted parking of less than one hour or shorter in high activity zones – such as in the Walkerville shopping precinct, in the school pick-up and drop-off zones – and selected local streets, are observed for the following streets:

- Walkerville Terrace between Stephen Terrace and Smith Street;
- Smith Street between Walkerville Terrace and Church Terrace adjacent to the Walkerville Oval;
- Warwick Street between Church Terrace and Clarke Street adjacent to Walkerville Primary School;
- Hawkers Road between Dutton Terrace and Herbert Street adjacent to the Wilderness School; and
- Tonkin Street between Ascot Avenue and Doreen Street adjacent to Vale Park Primary School.

12.5 Develop a masterplan for Walkerville Terrace

The review of safety requirements, safe cycling and walking routes in conjunction with upgraded streetscapes and road renewals will inform a future masterplan for Walkerville Terrace.

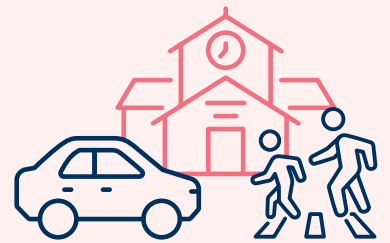
In collaboration with the community, local traders and landlords, the development of a masterplan for Walkerville Terrace that creates vibrant places for people (alfresco dining), greens the environment, increases pedestrian and cycling safety and supports local businesses will be planned over a five-year period with the assistance of grant funding.

This masterplan will endeavour to address safety concerns raised through the consultation process, such as:

- pedestrian safety for crossing Walkerville Terrace and walking along it;
- investigate 30km/h for Walkerville Terrace as an activity precinct; and
- plan, design and fund a streetscape project for Walkerville Terrace, similar to:
 - › King William Road, Hyde Park;
 - › Hindley Street, Adelaide; and
 - › Prospect Road, Prospect.

13.0

Theme 2: School transport



The initiatives under Theme 2, to improve the transport safety for students and the general public at the five local schools in Walkerville, were developed based on the following ideas:

- establish an annual meeting with each school to discuss school transport and safety issues and develop an action plan with each of the five schools;
- undertake a review and design of kiss and drop solutions and Sports Club parking requirements on Warwick Street in close collaboration with Walkerville Primary School and the Walkerville Sports Club Design Committee;
- undertake a review and design of kiss and drop facilities on Hawkers Road (Wilderness School), Arundel and Tonkin Street (Vale Park Primary School) and Smith Street (St Andrews Primary School) in close collaboration with each school;
- implement kiss and drop solutions and Sports Club parking requirements on Warwick Street in parallel with Sport Club redevelopment;
- implement kiss and drop solutions on Hawkers Road (Wilderness), Arundel and Tonkin Street (Vale Park PS) and Smith Street (St Andrews PS); and
- review all day parking around schools and implement parking restrictions if necessary (i.e. Dutton Terrace, Medindie, and Frederick Street, Walkerville).

14.0

Theme 3: Transport connections



The initiatives under Theme 3, to improve the local transport connectivity for active transport (walking and cycling), public transport and other shared-use transport modes, were developed based on the following ideas:

- identify path renewals along River Torrens Linear Park, including upgrades for cycling, path widening, line marking, barrier fencing and bicycle storage facilities;
- develop and implement wayfinding signage to improve the awareness of access to the River Torrens Linear Park and key walking and bicycle routes in the Town of Walkerville;
- in conjunction with the footpath renewal program, identify and upgrade non-DDA compliant bus-stops; and
- in conjunction with the footpath renewal program, identify and upgrade non-DDA compliant pram ramps.

15.0 Transport Strategy action list

Theme 1: Local streets			
Action	Indicative cost estimate	Delivery method	Timeframe
Implement 40km/h speed limit zones for all suburbs within the Town of Walkerville (excluding part of Vale Park).	\$25,000	Transport priority	2024-25
Implement 40km/h speed limit zones for Vale Park north-east of Ascot Avenue - subject to support from the City of Port Adelaide Enfield.	\$10,000	Transport priority	2024-25
Review Council's Residential Parking Policy with consideration given to the removal of red tape, including fees and permit renewal requirements.	Staff time	Transport priority	2024-25
Review success of 40km/h speed limit zones and consider any further traffic calming initiatives on known streets including Vale Street, Harris Road, Fife Street, Ilford Street, Tyne Street, Gilbert Street, Elm Street and Matilda Street.	\$50,000 per year over five years	Asset Management Plan	2025-26
In collaboration with the community, local traders and landlords, develop a masterplan for Walkerville Terrace that creates vibrant places for people (alfresco dining), greens the environment, increases pedestrian and cycling safety and supports local businesses.	\$30,000	Future strategic considerations	2025-26
Undertake a detailed design of the Walkerville Terrace masterplan.	\$45,000	Future strategic considerations	2026-27
Implement the Walkerville Terrace masterplan, in accordance with identified stages and available budget.	TBC	Future strategic considerations	2028-29
Work with SAPOL to implement speed limit enforcement across the Township at known problem locations (i.e. speed cameras, school patrols, etc).	Staff time	Transport priority	2024-25
Work with Walkerville Terrace Shopping Centre management to implement a design solution to the Woolworths carpark exit to improve pedestrian safety.	TBD	Transport priority	2024-25

Theme 2: School transport			
Action	Indicative cost estimate	Delivery method	Timeframe
Establish an annual meeting with each school to discuss school transport and safety issues and develop an action plan with each of the five schools.	N/A	Transport priority	Each year (ongoing)
Undertake a review and design of kiss and drop solutions and Sports Club parking requirements on Warwick Street in close collaboration with Walkerville Primary School and the Walkerville Sports Club Design Committee.	Major projects funding	Future strategic considerations	2024-25
Undertake a review and design of kiss and drop facilities on Hawkers Road (Wilderness School), Arundel and Tonkin Street (Vale Park Primary School) and Smith Street (St Andrews Primary School) in close collaboration with each school.	\$20,000 for five years	Transport priority	2025-26
Implement kiss and drop solutions and Sports Club parking requirements on Warwick Street in parallel with Sport Club redevelopment.	Major projects funding	Future strategic considerations	2025-26
Implement kiss and drop solutions on Hawkers Road (Wilderness), Arundel and Tonkin Street (Vale Park PS) and Smith Street (St Andrews PS).	\$150,000	Asset Management Plan	2026-27
Review all day parking around schools and implement parking restrictions if necessary (i.e. Dutton Tce, Medindie and Frederick Street, Walkerville).	\$5,000 - \$10,000 (per year)	Transport priority	Each year ongoing

Theme 3: Transport connections			
Action	Indicative cost estimate	Delivery method	Timeframe
Identify path renewals along River Torrens Linear Park, including upgrades for cycling, path widening, line marking, barrier fencing and bicycle storage facilities.	Renewal funding	Asset Management Plan	Each year (ongoing)
Develop and implement wayfinding signage to improve the awareness of access to Linear Park and key walking and bicycle routes in the Town of Walkerville.	\$50,000	Future strategic considerations	2028-29
In conjunction with the footpath renewal program, identify and upgrade non-DDA compliant bus stops.	Renewal funding	Asset Management Plan	Each year (ongoing)
In conjunction with the footpath renewal program, identify and upgrade non-DDA compliant pram ramps.	Renewal funding	Asset Management Plan	Each year (ongoing)

16.0 Conclusion

The action plan concludes the Transport Strategy with initiatives and goals to address the three themes that were developed during an extensive community engagement process. It is proposed that over a 10-year period, all actions will be considered by Council and the Transport Strategy will be utilised in accordance with Council's suite of legislative strategic documents.

