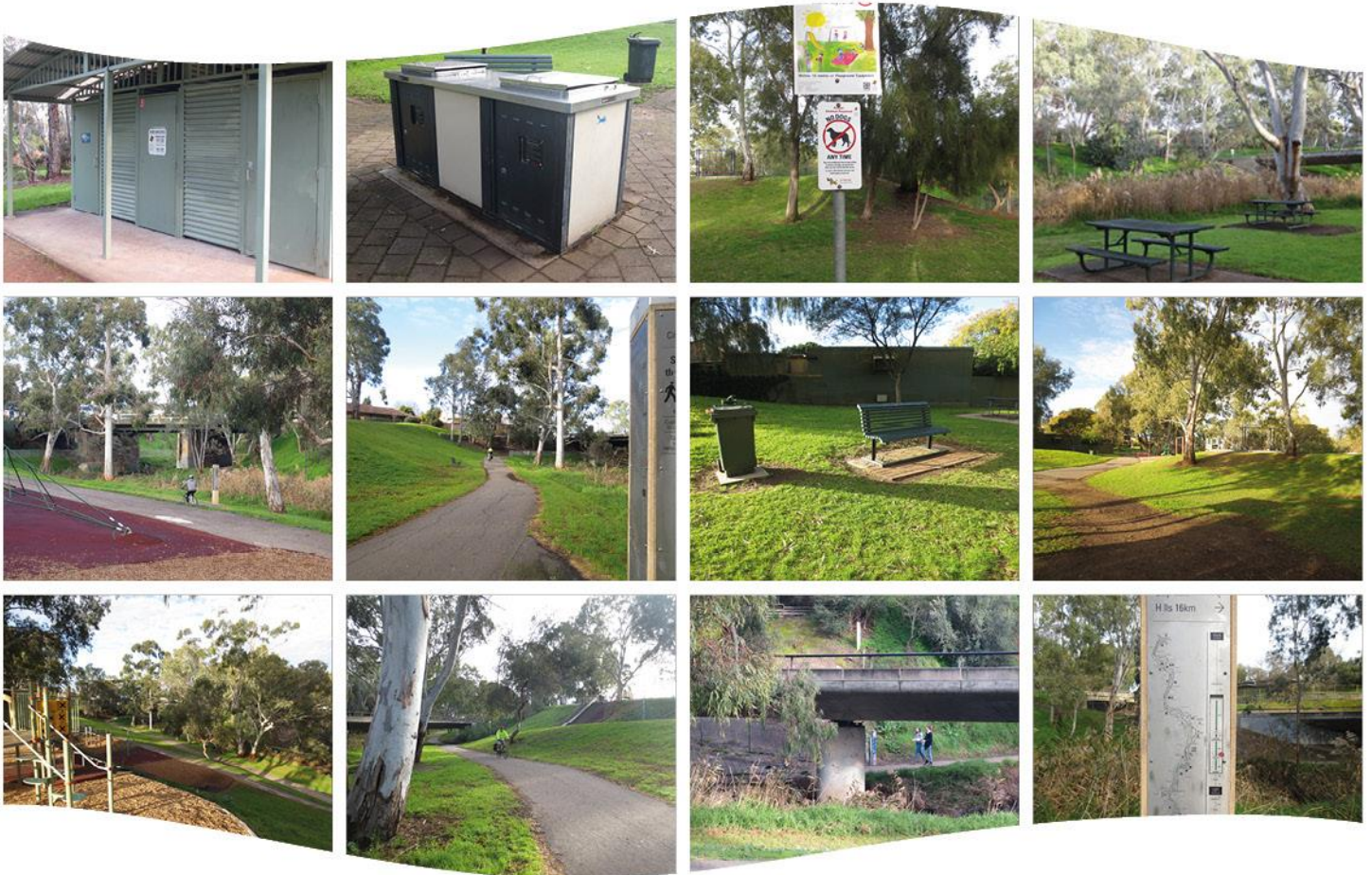


RIVER TORRENS LINEAR PARK

STRATEGIC INTEGRATED ASSET MANAGEMENT PLAN



ONLINE SURVEY SUMMARY



28 February 2017



Document Quality Control

Project Name	Torrens Linear Park Integrated Strategic Asset Management Plan
Project Number	P0816
Client	Tonkin Consulting
Document	Online Survey Summary
Document File Name	P0816-V3.RTLPSIAMP-Online Survey Summary.28Feb17
Author of Document	Peter Jensen

Version	Date of Document Release	Name of Person/s document was released to	Method of Release	Authorised By	Authorisation Date
2	18 November 2016	Michael de Heus, Stefan Gianquitto	Email	P. Jensen	18 November 2016
3	28 February 2017	Michael de Heus, Stefan Gianquitto	Email	P. Jensen	28 February 2017



Jensen Planning + Design
Unit 6/259 Glen Osmond Road
Frewville SA 5063

Telephone: 08 8338 5511
Facsimile: 08 8338 6866

www.jensenplanning.com.au

Contents

Overview	1
Q1: What is your age?	2
Q2: What is your gender?	2
Q3: Which Council do you live in?.....	2
Q4: How do you usually travel to River Torrens Linear Park?.....	3
Q5: Generally, how often do you visit the Park?	3
Q6: What are the main reasons you visit River Torrens Linear Park?.....	4
Q7: Which sections of the River Torrens Linear Park do you visit most?.....	5
Q8: How do you rate the following features in the areas you visit most within River Torrens Linear Park?	6
Q9: How do you rate the importance of the below services to you when using River Torrens Linear Park?.....	16
Q10: How do you rate your overall experience when using the River Torrens Linear Park?	26
Q11: What other comments do you wish to make on your experience of the River Torrens Linear Park?.....	27
Individual Responses	30
Submission from the Bicycle Institute of South Australia	30
Appendix 1 - Online Survey	31
Appendix 2 – Promotional Material Distribution	37
Appendix 3 – Feedback from Individuals	38
Appendix 4 - Submission from the Bicycle Institute of South Australia	39

Overview

A survey (refer to **Appendix 1**) was carried out using Survey Monkey (available from 19 August 2016 to 30 September 2016) regarding the River Torrens Linear Park Integrated Strategic Asset Management Plan. The survey was completed by 827 participants residing within the Councils adjoining the River Torrens Linear Park as well as other council areas.

The survey was promoted using a range of techniques, including the following:

- On the project website
- Individual council websites
- Targeted advertisements promoting the project and the availability of the survey in local papers (by councils).
- Distribution of A4 flyers to a range of groups
- Poster signs erected by councils along the length of Linear Park promoting the project/website.
- Key community stakeholders were contacted by council representatives and asked to formally respond by completing the survey.

Appendix 2 provides details regarding the distribution of promotional material by the relevant councils, including distribution list to stakeholder groups.

Q1: What is your age?

As shown in **Figure 1**, the survey was completed by a wide range of ages above the age of 15. Almost two thirds of participants were aged between 31 and 60 and another 27% were aged 61- 75.

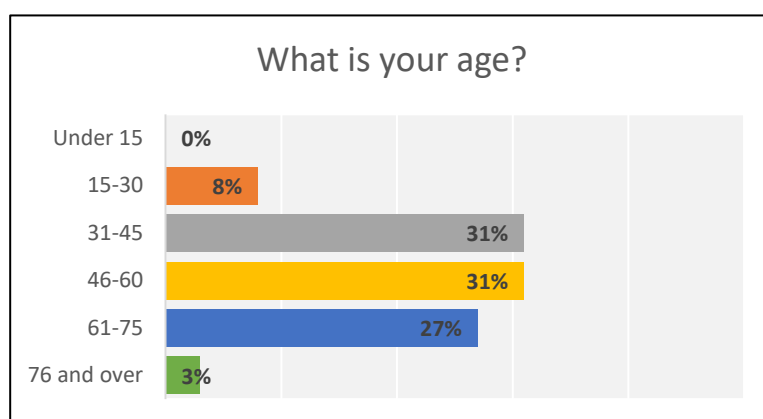


Figure 1- What is your age?

Q2: What is your gender?

Figure 2 shows responses from both males and females were fairly even, with 402 and 416 respectively.

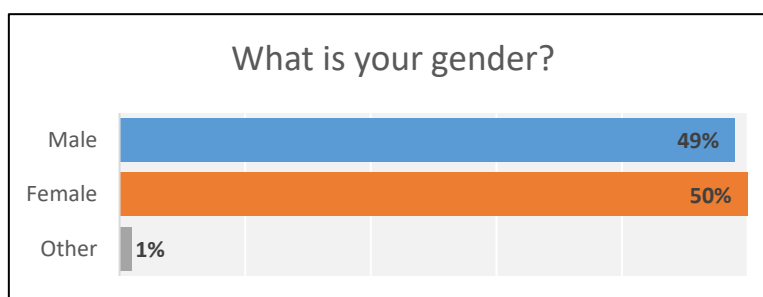


Figure 2- What is your gender?

Q3: Which Council do you live in?

Figure 3 shows that participants tend to live within adjacent council areas running along the River Torrens Linear Park. Almost two thirds live within Councils along the eastern section (City of Tea Tree Gully, City of Campbelltown, City of Norwood, Payneham and St Peters, City of Port Adelaide and the Town of Walkerville) of the River Torrens, with half of these participants residing within the City of Tea Tree Gully (almost a third of the total number of participants).

It is also interesting to note there is a relatively high percentage (approximately 10%) of participants who live in 'other' council areas. More than half of this figure is made up of residents living within the City of Mitcham, Unley City Council, the City of Burnside and Onkaparinga Council. Further analysis illustrates participants who resided within the Onkaparinga Council live closer to the coast and therefore may utilise the Coast Park to link up with the River Torrens.

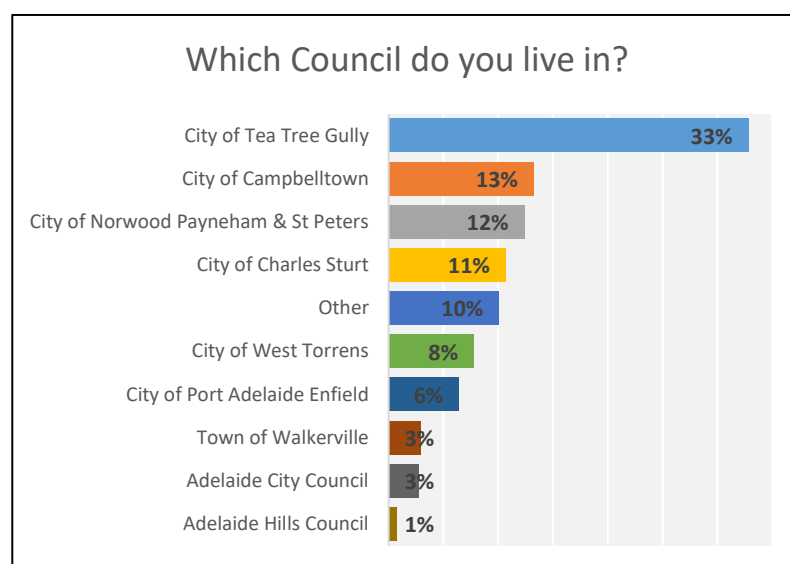


Figure 3- Which Council do you live in?

Q4: How do you usually travel to River Torrens Linear Park?

Figure 4 highlights that more than 70% of participants either walked or cycled to travel to the River Torrens. Almost 50% of walked, while a quarter of users travelled by car. Approximately 3% used public transport.

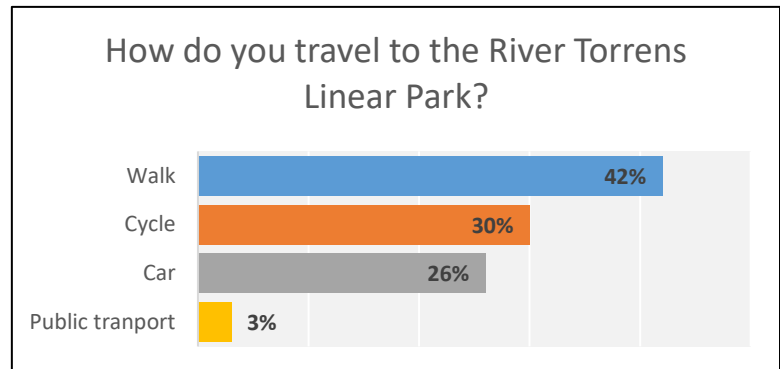


Figure 4- How do you travel to the River Torrens Linear Park

Q5: Generally, how often do you visit the Park?

As shown in **Figure 5**, more than two thirds of participants use the Park at least once a week, of which 35% use the Park more than 4 days a week. One quarter responded that they use the Park several times a year and approximately 5% responded with about once a year.

The results highlight a strong bias towards those that use the River Torrens more than once a week. This bias may be due to the Park holding a stronger significance to those that use the Park more regularly, and they are hence more likely to participate in the Online Survey.

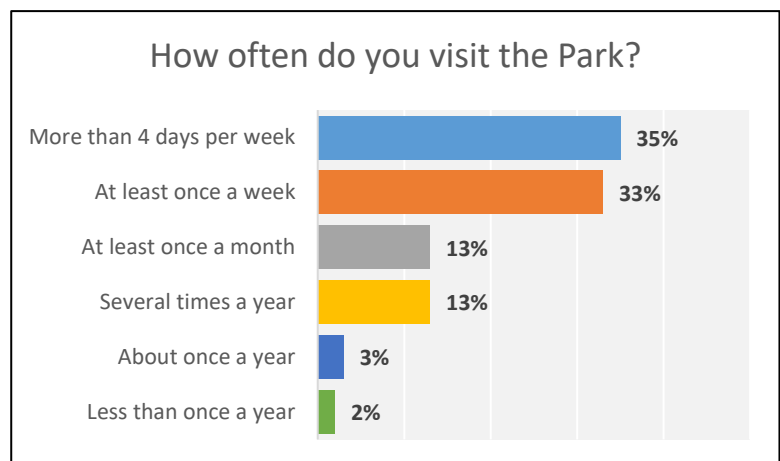


Figure 5- How often do you visit the Park

Q6: What are the main reasons you visit River Torrens Linear Park?
Please select a maximum of 3 choices from the list below.

Figure 6 shows that approximately 40% of participants stated that walking is one of the 3 main reasons to visit the River Torrens. The biggest proportion of walkers along the Park is people walking in a group, which makes up 15% of total responses. Walking with dog(s) makes up 13% whilst walking alone was the smallest category, containing only 11% of total responses. Furthermore, if joggers and those using the Park for fitness are included as 'pedestrians', this user group accounts for more than 50% of those using the River Torrens.

Cycling is another response selected as one of the three main reasons to visit the Torrens Linear Park, with almost 25% of participants either selecting recreational cycling, commuter cycling or both. Recreational cycling was the largest group, accounting for 16% of total responses - whilst commuter cycling only accounts for 8%.

Figure 6 highlights that the 'enjoyment of the natural environment' was within 11% of participant's top three reasons to visit the River Torrens.

10% of participants indicated the use of the River Torrens for family recreational uses including visiting playgrounds (7%) and picnics/BBQ (3%).

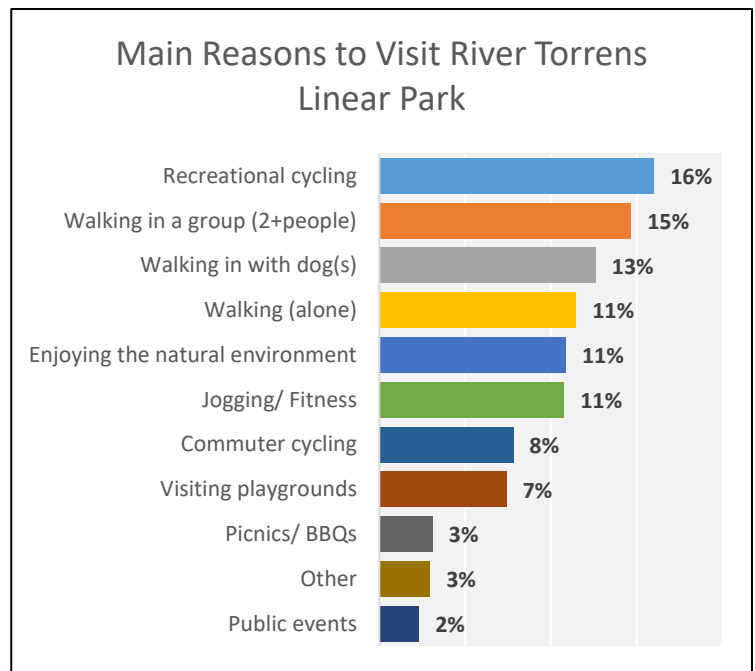


Figure 6- Main Reasons to visit River Torrens Linear Park

**Q7: Which sections of the River
Torrens Linear Park do you visit
most?
(Select all that are regularly used)**

Figure 7 indicates that more than half of the participants regularly use the Hills (Hackney Road to Hills) section of the Park, with the other half of participants using the City and Beach sections of the Park roughly equally.

Further analysis of the data highlights a correlation between this Question and Question 3 (Which Council do you live in?). The examination of these two questions highlights that almost two thirds of residents live around the eastern section of the River Torrens, which is fairly similar to the number of users who regularly use the Hills (eastern) section of the Park. Additionally, there was also a high proportion of residents who lived within the City of Tea Tree Gully who many have less desire to travel distances to visit other sections of the River Torrens Linear Park.

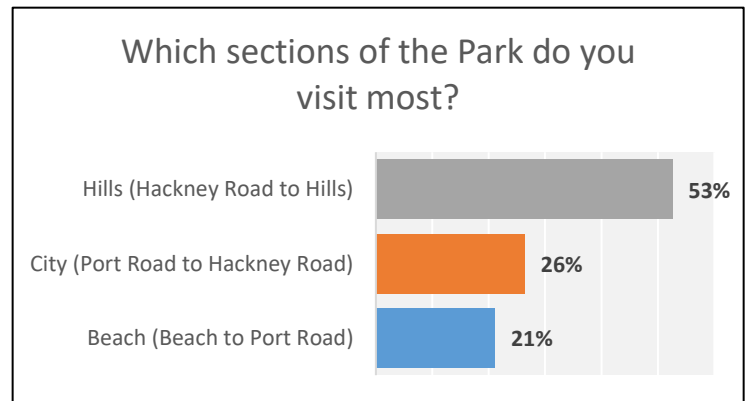


Figure 7- Which sections of the Park do you visit most?

Q8: How do you rate the following features in the areas you visit most within River Torrens Linear Park? 1 being lowest (poor standard) and 5 being the highest (excellent)?

Paths/Boardwalks

Figure 8 shows that about half of all participants were happy with the standard of paths/boardwalks, with more than one third selecting that this feature is 'good'.

Figure 8 also illustrates that one fifth of participants are unhappy with the standard of these features. Furthermore 30% of participants feel that paths/boardwalks are of an 'average' standard.

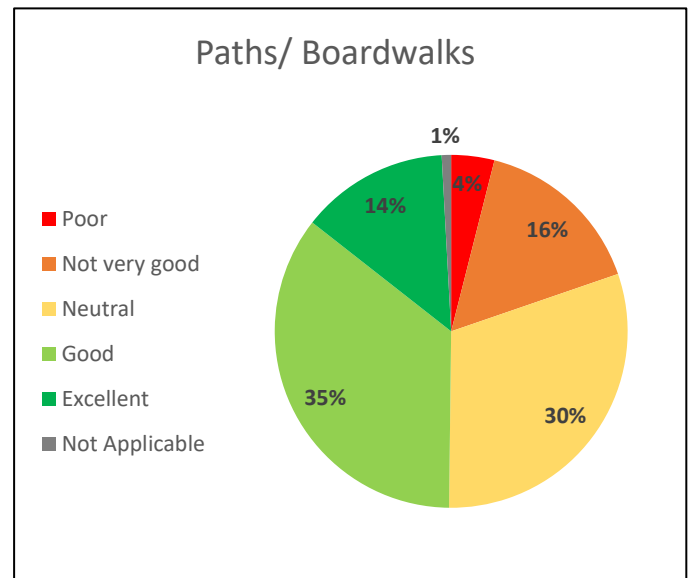


Figure 8- Standards of paths/boardwalks

Path Lighting

Figure 9 shows that path lighting was considered only to be of good/ excellent standard by one fifth of participants, and more than a quarter reporting that it is maintained at a 'neutral' standard.

More than one third of participants stated that path lighting was not adequate, with one quarter of total participants selecting 'poor' to describe the standard.

Interestingly to note is the moderate percentage (16%) of participants who feel that lighting was not applicable. This may be due to people not using the pathways after daylight hours for a variety of reasons.

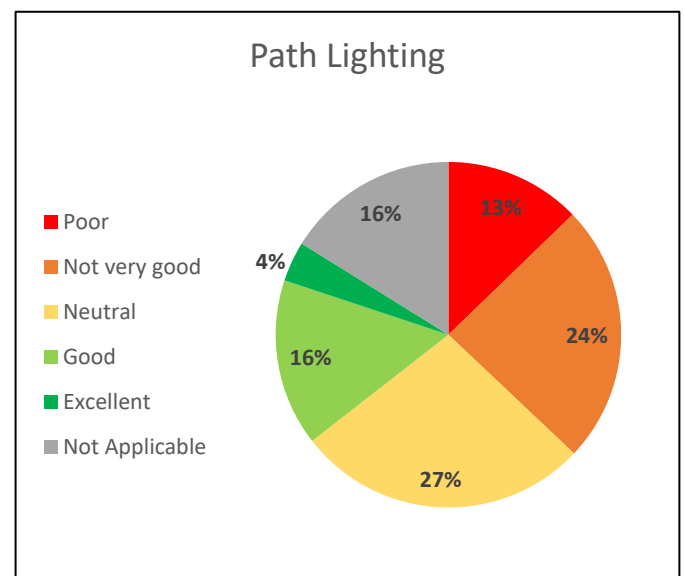


Figure 9- Standards of path lighting

Q8: (cont.) How do you rate the following features in the areas you visit most within River Torrens Linear Park?

1 being lowest (poor standard) and 5 being the highest (excellent)?

Lighting (other than paths)

Figure 10 shows that only 13% of participants feel that lighting (other than paths) is of an adequate (good/excellent) standard.

Correspondingly, a large proportion (more than one third of participants) are unhappy with the current standard of lighting to areas beyond pathways.

‘Not applicable’ or ‘neutral’ was selected by more than half of all participants, which highlights that users feel lighting not related to paths is less important than lighting along paths.

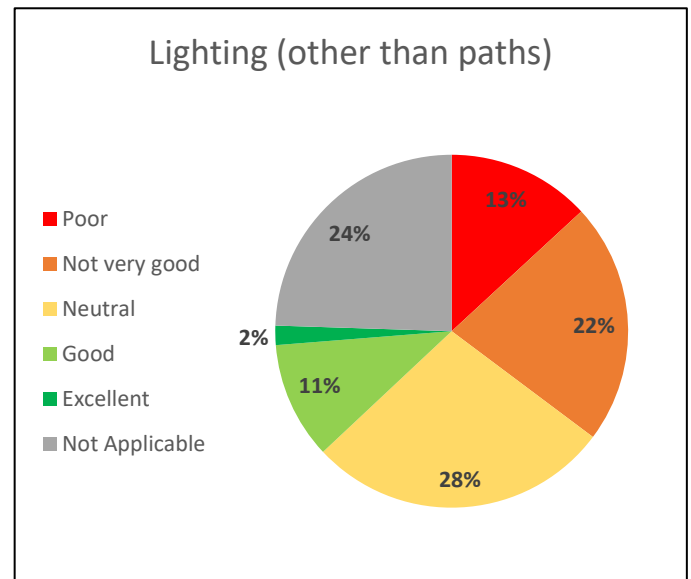


Figure 10- Standards of lighting (other than paths)

Playgrounds

Figure 11 shows that 40% of participants are happy with the standard of playgrounds, with a further quarter stating the standard of playgrounds as ‘neutral’.

Only 12% of participants were not happy with the standard of playgrounds, while about a quarter responded with ‘not applicable’.

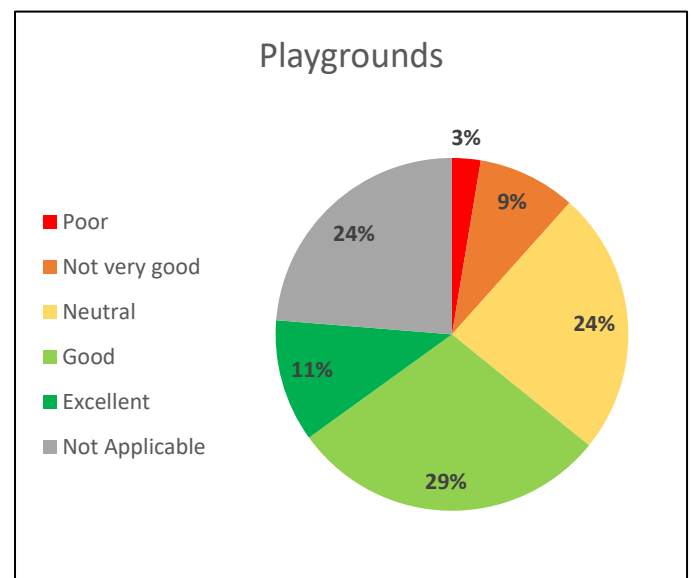


Figure 11- Standards of playgrounds

Q8: (cont.) How do you rate the following features in the areas you visit most within River Torrens Linear Park?

1 being lowest (poor standard) and 5 being the highest (excellent)?

Picnic/Barbeque Facilities

Figure 12 shows that about 30% of participants were happy with the standard of picnic/barbeque facilities, with almost a quarter of all responses stating that the features were 'good'.

Figure 12 also illustrates that approximately one fifth of participants feel that picnic/barbeque facilities were not at an adequate standard.

More than half of the participants feel that these facilities were either 'not applicable' to them or the feature is of a 'neutral' standard.

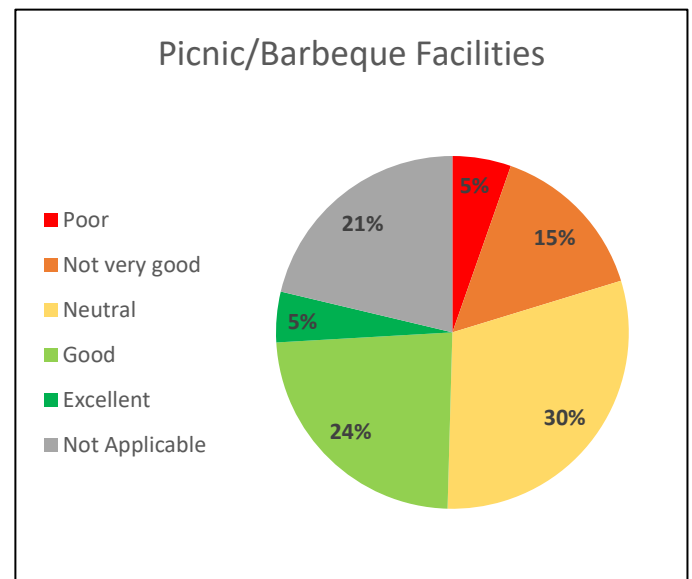


Figure 12- Standards of picnic/barbeque facilities

Feeling of Safety

Figure 13 shows that feeling of safety is a feature which is well maintained with more than half of all participants indicating they were happy with standard.

Approximately 15% of participants feel that safety could be improved, with just over 10% indicating the feeling of safety was 'poor'.

Almost one third of participants indicated that the feeling of safety is currently maintained to a 'neutral' standard.

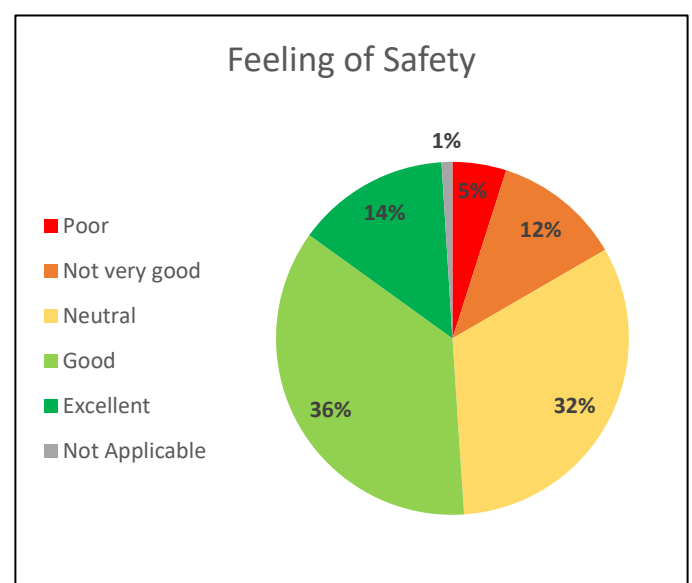


Figure 13- Standards of feeling of safety

Q8: (cont.) How do you rate the following features in the areas you visit most within River Torrens Linear Park?

1 being lowest (poor standard) and 5 being the highest (excellent)?

Physical Safety (falling from paths, equipment, etc.)

Figure 14 shows that more than half of the total participants indicated that physical safety was adequately provided for, with more than 15% stating that the standard was 'excellent'.

Only 12% of participants were unhappy with the current standard of physical safety along the Park.

Figure 14 also highlights that more than one third of participants indicated that physical safety was either 'not applicable' or 'neutral'.

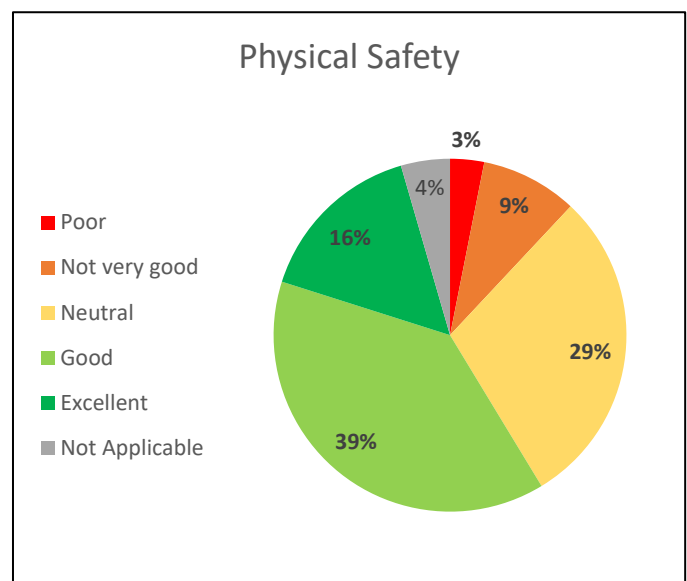


Figure 14- Standards of physical safety (falling from paths, equipment, etc.)

Toilets

Figure 15 shows that only 13% of participants stated that toilets were a feature that was maintained to a good/excellent standard.

Correspondingly, almost 50% of participants were unhappy with the current standard of facilities, with more than one quarter of all participants stating that the standard of toilets was 'poor'.

Almost 40% of participants feel the standard of toilets was either 'not applicable' or provided to a 'neutral' standard.

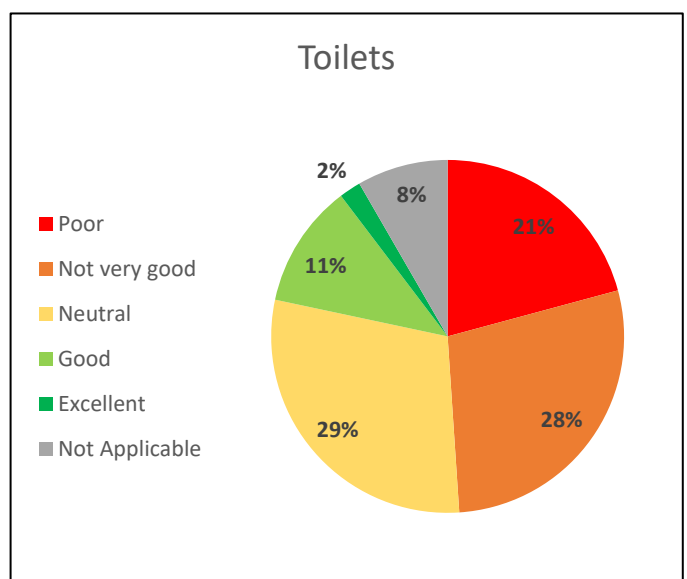


Figure 15- Standards of toilets

Q8: (cont.) How do you rate the following features in the areas you visit most within River Torrens Linear Park?

1 being lowest (poor standard) and 5 being the highest (excellent)?

Pedestrian Crossing/Stairs

Figure 16 shows that more than 35% of participants indicated that the standard of pedestrian crossings/stairs was good/excellent, with 30% of participants feeling that the feature is at a 'good' standard.

Approximately 15% of participants indicated they are unhappy with the current standard of pedestrian crossings/stairs along the River Torrens.

More than 45% of participants feel that the standards are currently provided to a 'neutral' standard or 'not applicable'.

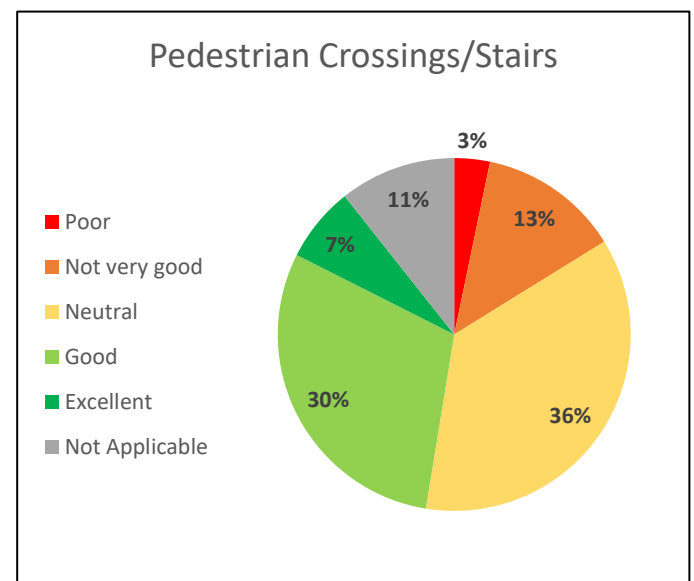


Figure 16- Standards of pedestrian crossing/stairs

Carparks

Figure 17 shows that the standard of carparks is spread almost evenly among the possible responses. Approximately 30% of responses are happy with the standard of carparks, while less than 15% of participants stated they were not currently happy with the standard of carparks along the River Torrens Linear Park.

Further analysis of the figures highlights a high proportion of participants indicating car parking was either 'neutral' or 'not applicable'. This may be due to the low proportion of participants who stated they drive to access the Park (refer to Question 4).

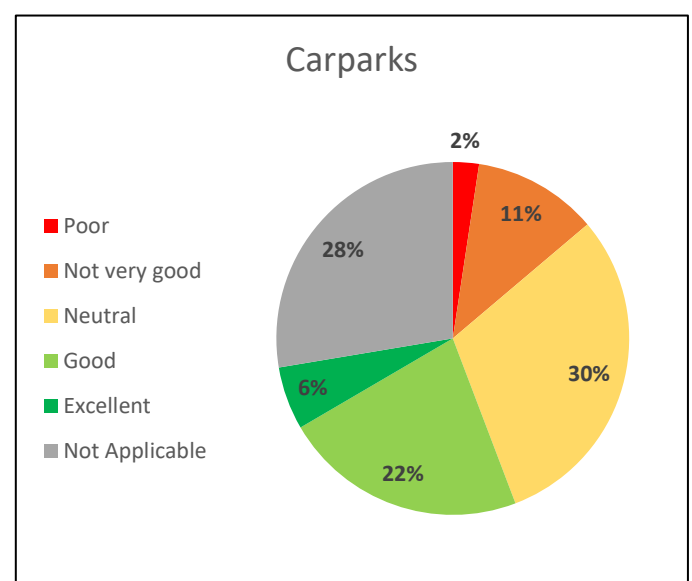


Figure 17- Standards of carparks

Q8: (cont.) How do you rate the following features in the areas you visit most within River Torrens Linear Park?

1 being lowest (poor standard) and 5 being the highest (excellent)?

Fitness Equipment

Figure 18 highlights that only one fifth of participants felt that fitness equipment along the River Torrens was good (good/excellent).

Similarly, only one fifth of participants are unhappy with the current standard of fitness equipment.

Interestingly almost 60% of participants either do not use the equipment ('not applicable') or find the feature to be of a 'neutral' standard. More than 50% of this proportion have stated that this feature is 'not applicable' to them.

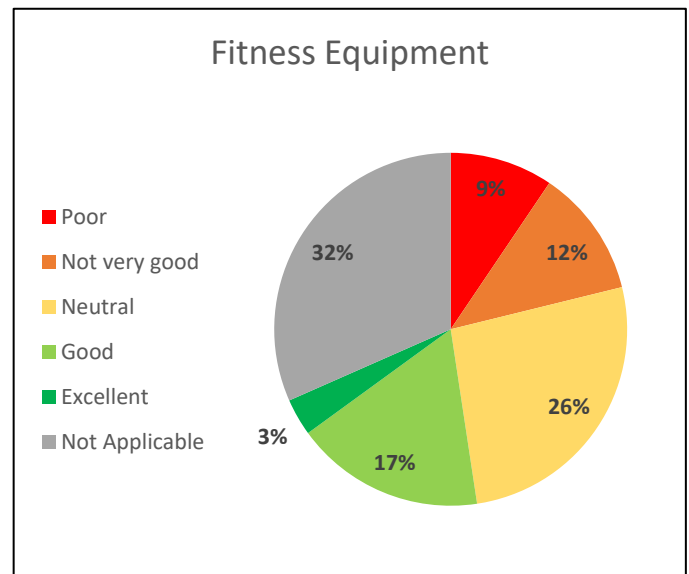


Figure 18- Standards of fitness equipment

Public Art

Figure 19 shows that only around 10% of participants feel that public art is at a standard which is good (good/excellent). Only 2% of participants stated that they feel public art along the River Torrens is 'excellent'.

Over a third of participants stated that public art is either 'poor' or 'very poor'.

However, just over 20% of participants responded with a 'neutral' score, and a further 30% feel it is 'not applicable' to them. Together these two statistics make up about half of participants.

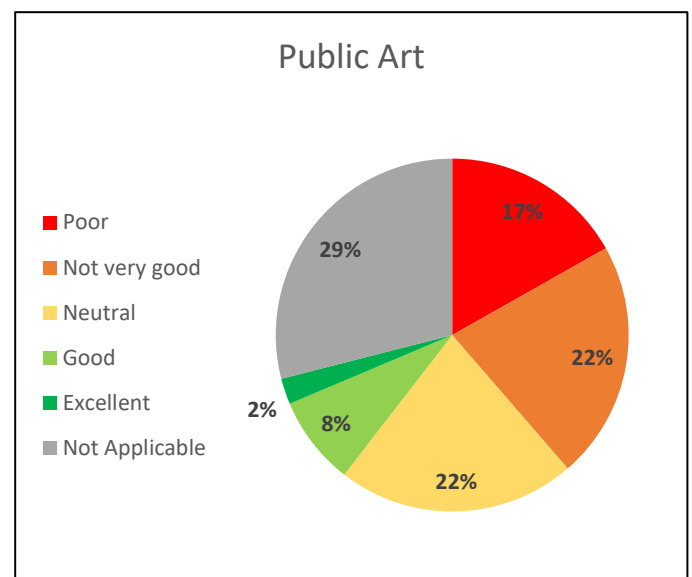


Figure 19- Standards of public art

Q8: (cont.) How do you rate the following features in the areas you visit most within River Torrens Linear Park?

1 being lowest (poor standard) and 5 being the highest (excellent)?

Bike Facilities

Figure 20 shows that almost one third of participants feel that bike facilities are provided to appropriate standards, with almost one quarter of total participants stating the standards are 'good'.

Less than a quarter of participants stated that they were unhappy with the current standard of bike facilities, with a majority of this proportion stating the standards are currently 'poor'.

Almost 45% of participants responded with a 'neutral' score or 'not applicable'.

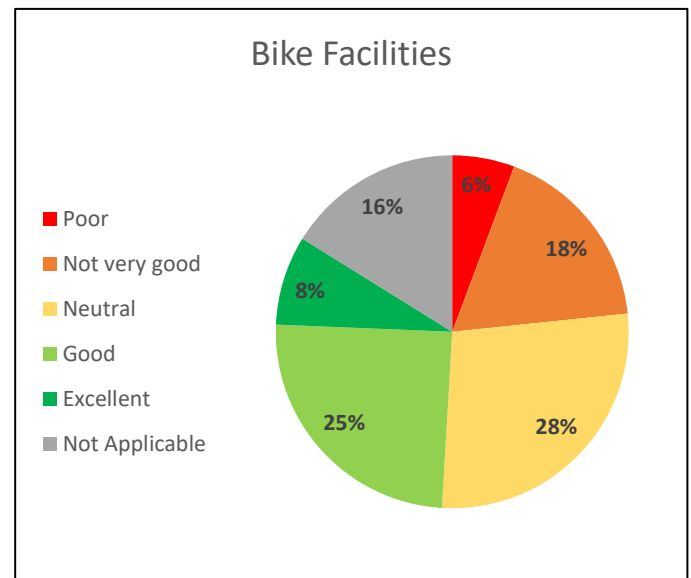


Figure 20- Standards of bike facilities

Directional Signage

Figure 21 shows that almost 40% of participants are happy with directional signage along the River Torrens, with approximately 30% indicating the standard is 'good'.

More than one quarter of participants feel that directional signage could be improved, with 17% stating that the signage was of a 'poor' standard.

A third responded with a 'neutral' score or 'not applicable'.

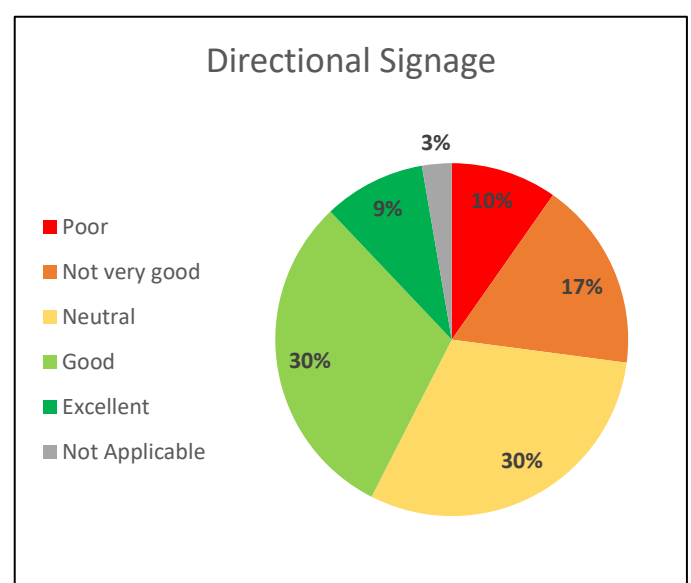


Figure 21- Standards of directional signage

Q8: (cont.) How do you rate the following features in the areas you visit most within River Torrens Linear Park?

1 being lowest (poor standard) and 5 being the highest (excellent)?

Interpretive Signage

Figure 22 shows that approximately one quarter of participants are happy with the current standard of interpretive signage.

However, almost the same proportion feel that the standard of signage could be improved, with approximately 23% stating they feel the standard is 'very poor' or 'poor'.

Almost half of the participants responded with a 'neutral' score (34%) or 'not applicable' (16%).

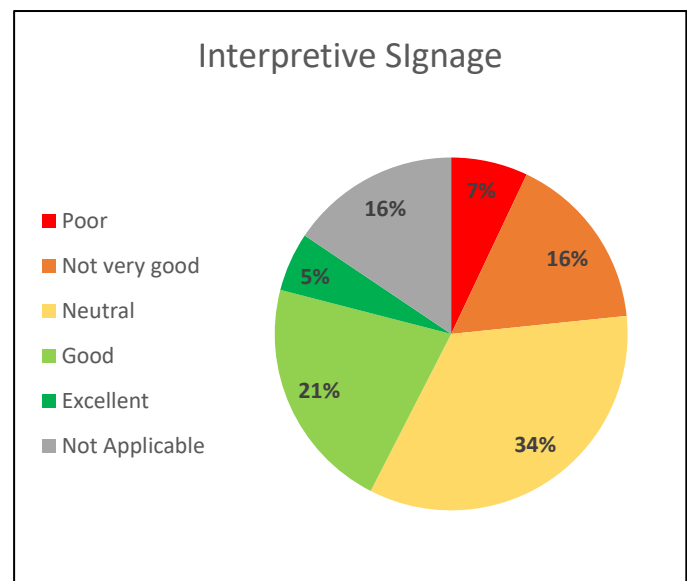


Figure 22- Standards of interpretive signage

Access across the River

Figure 23 shows that 50% of participants are happy with the provision of access across the river.

20% of participants feel that access across the river could be improved, with approximately 15% stating that access facilities are of a 'poor' standard.

Almost 30% of participants responded with a 'neutral' score (28%) or 'not applicable' (1%).

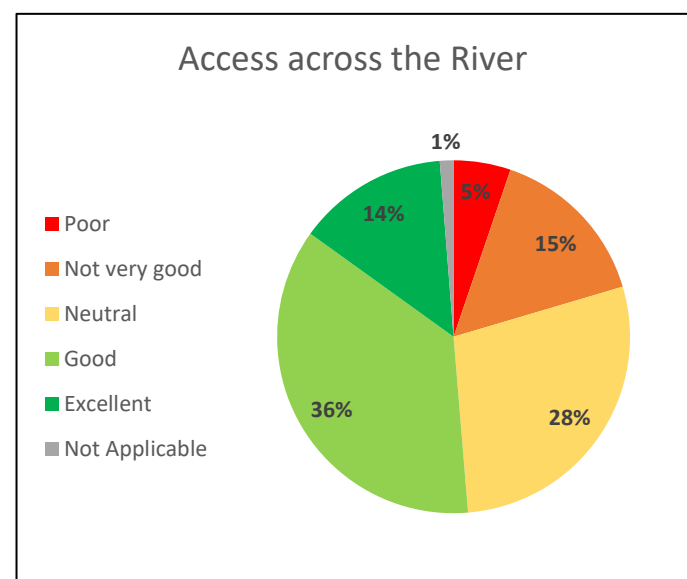


Figure 23- Standards of access across the River

Q8: (cont.) How do you rate the following features in the areas you visit most within River Torrens Linear Park?

1 being lowest (poor standard) and 5 being the highest (excellent)?

Waste Bins

Figure 24 shows that about a third of participants are happy with the current standard of waste bins.

One fifth of participants feel that the standard of waste bins is something that could be improved.

More than 40% of participants stated that waste bins were 'not applicable' or provided to a 'neutral' standard.

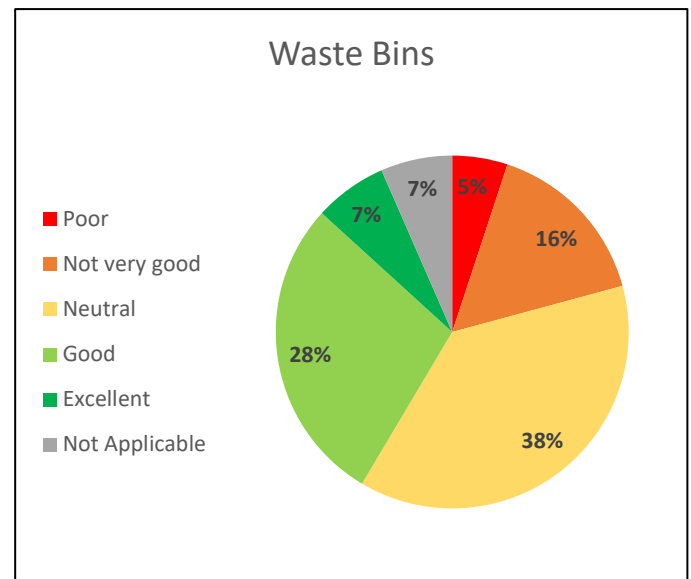


Figure 24- Standards of waste bins

Drink Stations

Figure 25 shows that 15% of participants are happy with the current standard of drink stations. This proportion is made up of approximately 12% stating the standard as 'good' and 3% stating the standard is excellent.

However about half of the participants feel that the standard of drink stations could be improved, with 20% stating that the standard is 'poor'.

More than one third of participants responded with a 'neutral' score or 'not applicable'.

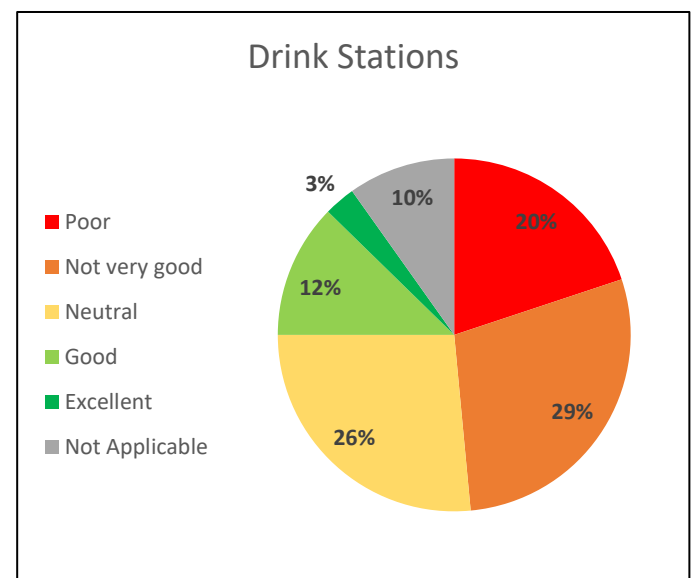


Figure 25- Standards of drink stations

Q8: (cont.) How do you rate the following features in the areas you visit most within River Torrens Linear Park?

1 being lowest (poor standard) and 5 being the highest (excellent)?

Seats, Tables and Shelters

Figure 26 shows that 30% of participants are happy with the standard of seats, tables and shelter, with one quarter stating that the standard is 'good'.

Approximately one quarter of participants are not happy with the current standard.

More than 40% of participants responded with a 'neutral' score or 'not applicable'.

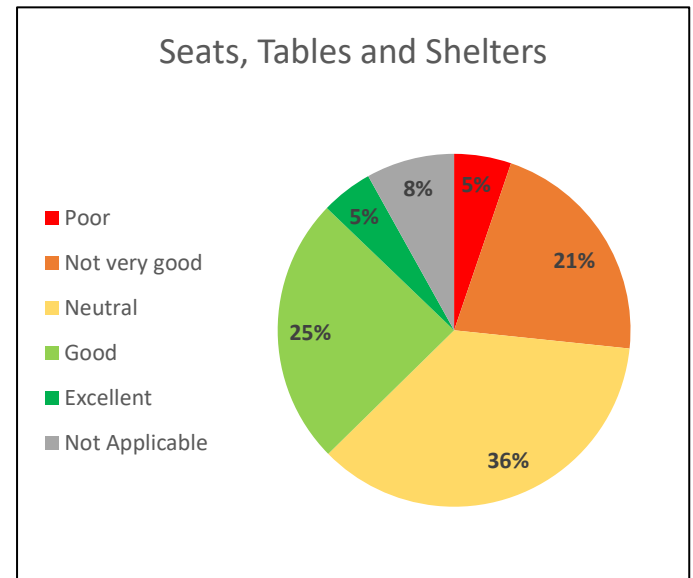


Figure 26- Standards of seats, tables and shelters

Summary

Facilities that were considered 'not applicable' to participants, in descending order, were:

- Fitness Equipment
- Public Art
- Carparks
- Playgrounds
- Lighting (other than paths)
- Picnic/Barbeque Facilities

In summary, key facilities that rated well (4 or 5), in descending order of satisfaction, were:

- Physical Safety
- Feeling of Safety
- Access across the River
- Paths/Boardwalks
- Playgrounds

Key facilities that rated poorly (1 or 2), in descending order of satisfaction, were:

- Toilets
- Drink Stations
- Public Art
- Path Lighting
- Lighting (other than paths)

Q9: How do you rate the importance of the below services to you when using River Torrens Linear Park?

1 being least important and 5 being very important in the areas you visit

Paths/Boardwalks

Figure 27 shows that almost 90% of participants feel that the provision of paths and boardwalks is important, with about two thirds of participants stating this was 'very important'.

Less than 2% felt that this had little importance to the River Torrens.

Approximately 10% of participants feel this is of 'neutral' importance whilst less than 1% feel this does not apply to them.

Note that in Question 8 (quality of standards) about 50% of participants rated 'paths/boardwalks' at good/excellent.

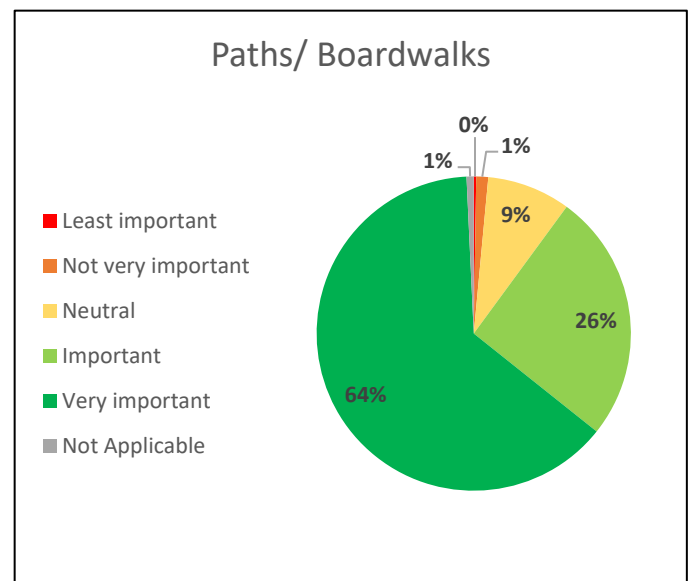


Figure 27- Importance of paths/boardwalks

Path Lighting

Figure 28 shows that three quarters of participants indicated that path lighting was important to them, with more than 50% stating this was 'very important'.

Only 7% of participants feel that path lighting is either 'not very important' or 'not important'.

Note that in Question 8 (quality of standards) only 20% of participants rated the standard of lighting as good/excellent.

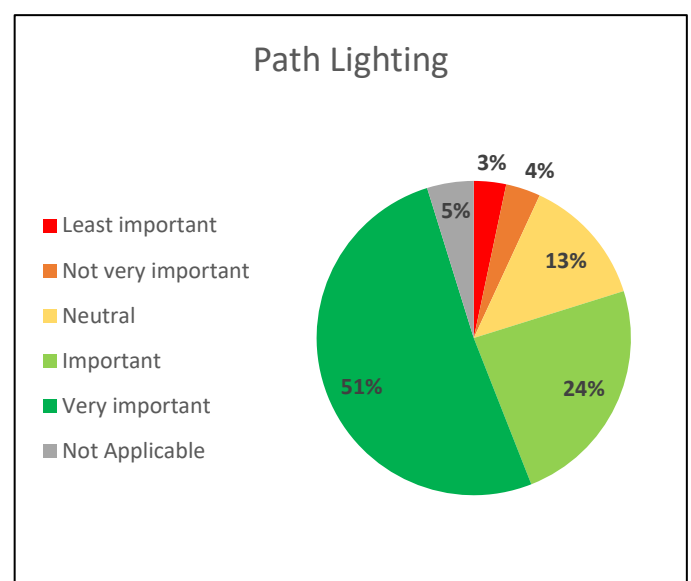


Figure 28- Importance of path lighting

Q

Q9 (cont.): How do you rate the importance of the below services to you when using River Torrens Linear Park? 1 being least important and 5 being very important in the areas you visit

Lighting (other than paths)

Figure 29 shows that lighting (other than paths) is considered important by approximately half of the participants.

Less than one fifth of participants feel that this feature is not of importance.

One quarter of participants responded with a 'neutral' score.

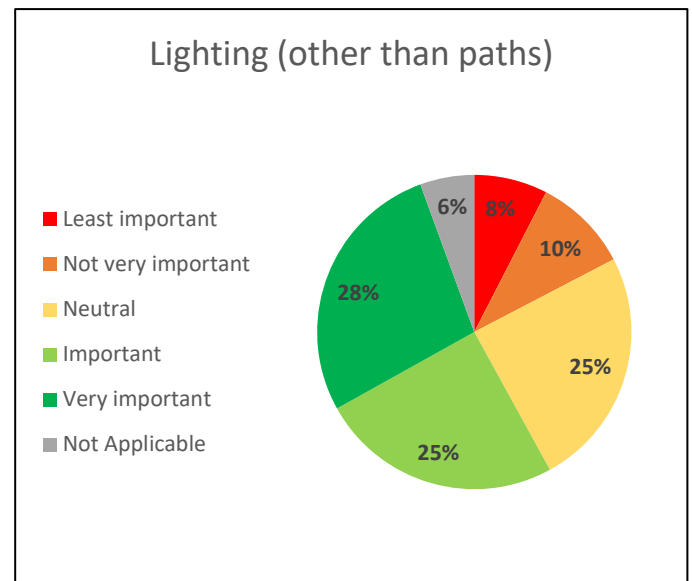


Figure 29- Importance of lighting (other than paths)

Playgrounds

Figure 30 shows that almost half of the participants consider that playgrounds are important along the River Torrens.

Another one fifth of participants felt that playgrounds were 'not very' or 'least' important.

Almost one quarter responded with a 'neutral' score.

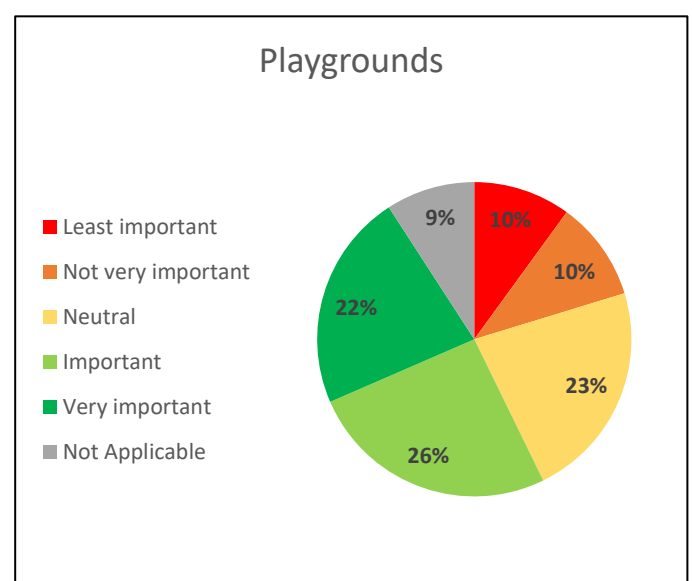


Figure 30- Importance of playgrounds

Q9 (cont.): How do you rate the importance of the below services to you when using River Torrens Linear Park? 1 being least important and 5 being very important in the areas you visit

Picnic/ Barbeque Facilities

Figure 31 shows that approximately 40% of participants consider that picnic/barbeque facilities are important.

About one fifth of participants feel that these facilities were 'not very' or 'least' important.

About one third responded with a 'neutral' score.

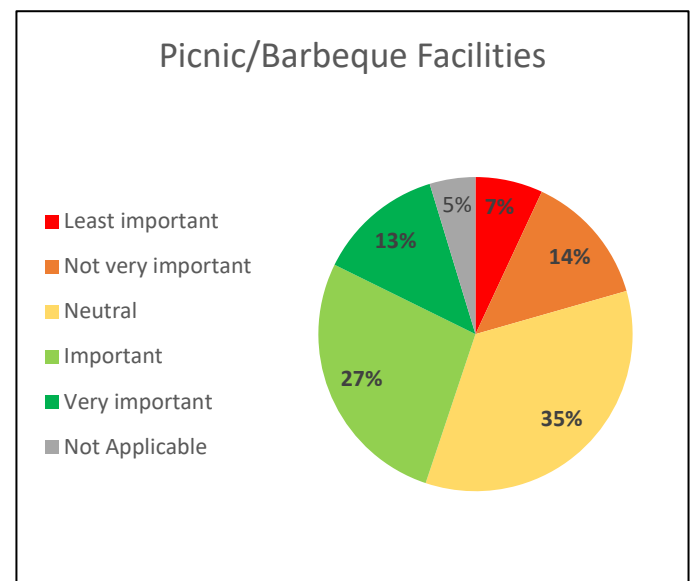


Figure 31- Importance of picnic/barbeque facilities

Feeling of Safety

Figure 32 shows more than two thirds of participants consider the feeling of safety 'very important' category. Another fifth of participants feel this service is 'important'. Almost 90% of participants feel that this service needs to be considered.

Less than 10% feel that the service is either 'not applicable' or 'neutral'.

Note that in Question 8 (quality of standard) only 14% rated the feature as 'excellent'.

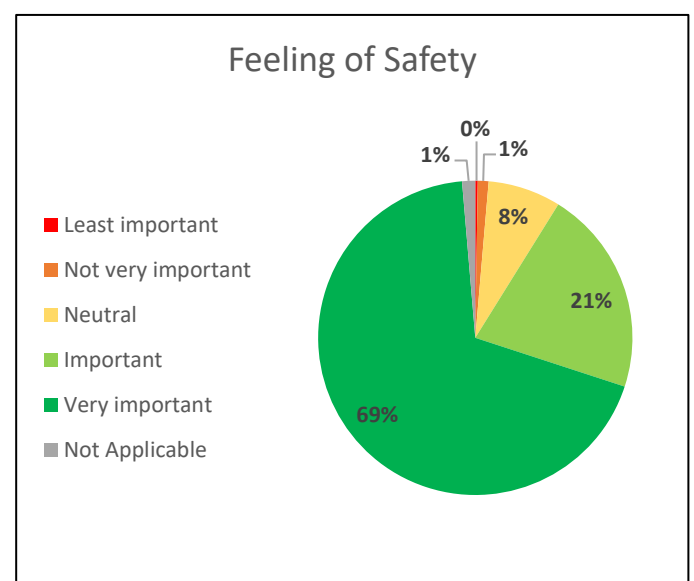


Figure 32- Importance of feeling of safety

Q9 (cont.): How do you rate the importance of the below services to you when using River Torrens Linear Park? 1 being least important and 5 being very important in the areas you visit

Physical Safety (falling from paths, equipment etc.)

Figure 33 shows that almost three quarters of participants feel that physical safety is important.

Less than 10% feel that this service is below 'neutral' importance.

Less than one fifth of participants feel that physical safety is 'not applicable' or 'neutral'.

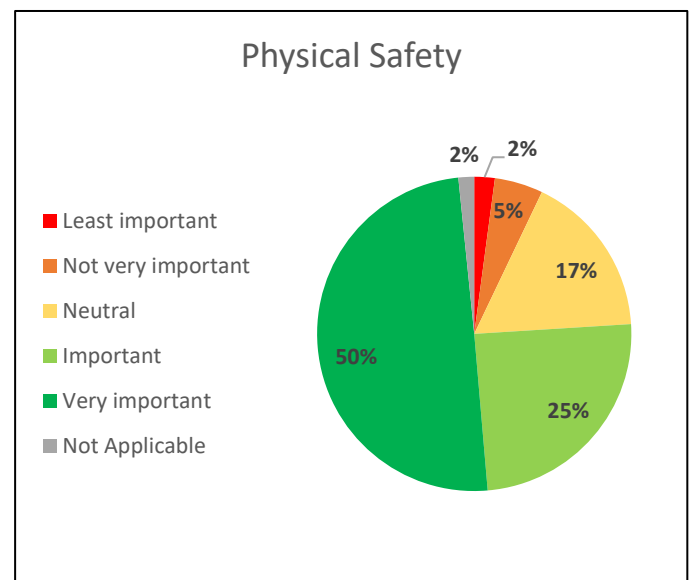


Figure 33- Importance of physical safety (falling from paths, equipment etc.)

Toilets

Figure 34 shows that more than two thirds of participants feel that toilets have some importance along the River Torrens, with almost 40% regarding it as 'very important'.

Less than 10% stated that this service has little importance.

More than one fifth feel that toilets as a service have a 'neutral' weighting of importance.

Note that only 2% of participants in Question 8 (quality of standard) feel that the feature is 'excellent'.

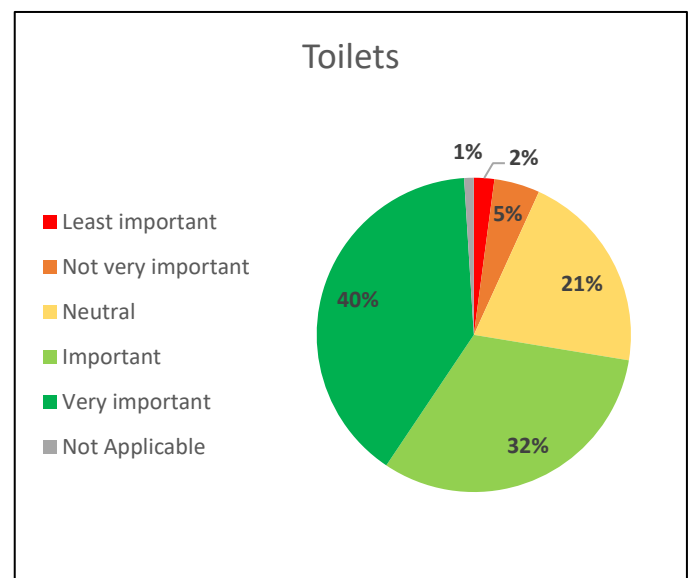


Figure 34- Importance of toilets

Q9 (cont.): How do you rate the importance of the below services to you when using River Torrens Linear Park? 1 being least important and 5 being very important in the areas you visit

Pedestrian Crossing/Stairs

Figure 35 shows that more than two thirds of participants feel that pedestrian crossings/stairs have importance in the Park, with 'very important' and 'important' responses being equally split.

Less than 10% of participants feel that this service is important.

Around one fifth of participants indicated that this service was of 'neutral' importance, whilst 3% felt it was 'not applicable'.

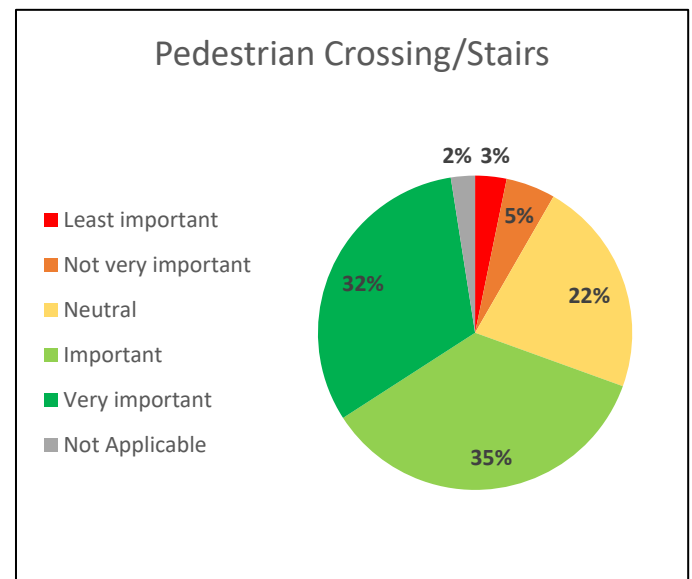


Figure 35- Importance of pedestrian crossing/stairs

Carparks

Figure 36 shows that just over one third of participants feel that car parking holds importance within the River Torrens Linear Park.

Just under one third rated car parking as 'not very important', with around one fifth stating that the service is of 'least' importance.

One quarter of participants selected a 'neutral' score for car parking.

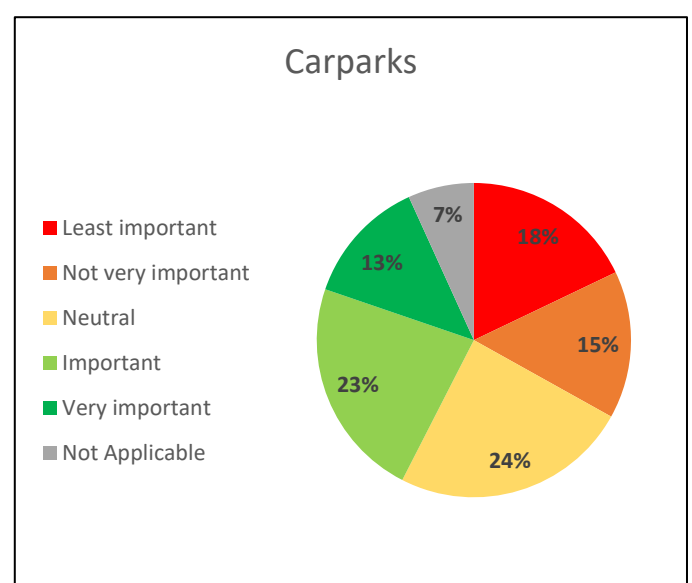


Figure 36- Importance of carparks

Q9 (cont.): How do you rate the importance of the below services to you when using River Torrens Linear Park? 1 being least important and 5 being very important in the areas you visit

Fitness Equipment

Figure 37 shows that participants feel that fitness equipment is not of high importance with approximately one fifth stating it was either 'important' or 'very important'.

More than 40% of participants feel that fitness equipment weighs little weight for services provided along the Park, with almost one fifth stating they feel it is 'least important'.

The last quarter of participants feel that the service is of 'neutral' importance or 'not applicable'.

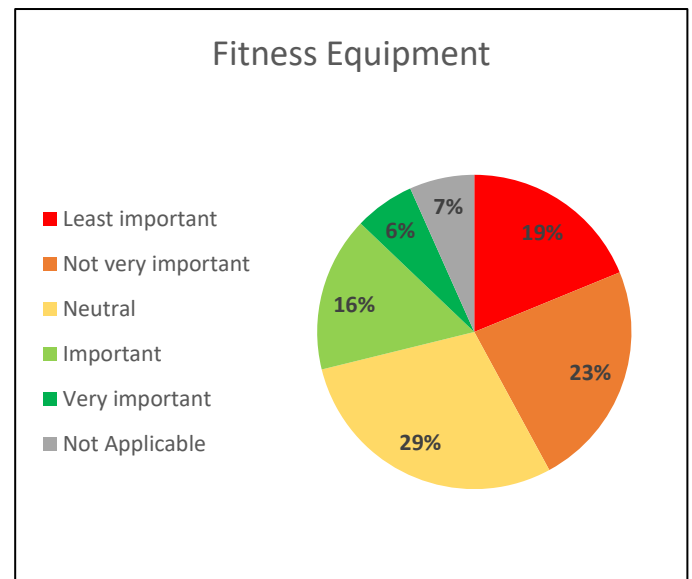


Figure 37- Importance of fitness equipment

Public Art

Figure 38 shows that only one fifth of participants feel that public art is important along the River Torrens.

Approximately half of participants feel this service should hold little consideration, with 30% stating it is of 'least' importance.

Around one quarter rated this service as 'neutral' or 'not applicable'.

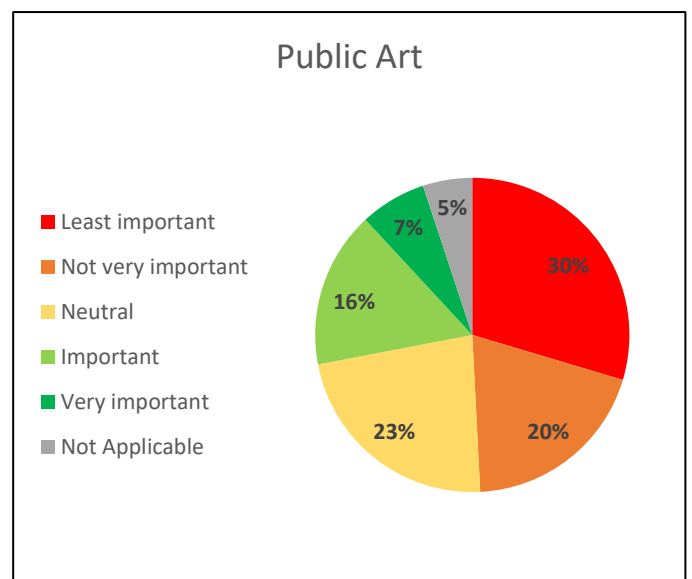


Figure 38- Importance of public art

Q9 (cont.): How do you rate the importance of the below services to you when using River Torrens Linear Park? 1 being least important and 5 being very important in the areas you visit

Bike Facilities

Figure 39 shows that almost two thirds of participants feel that bike facilities should be considered within the future management of the Park, with almost one quarter stating it is 'important' and another third stating it is 'very important'.

Less than a fifth feel that the service should have little consideration selecting either 'least important' or 'not very important'.

Around one fifth responded with a 'neutral' or 'not applicable' score.

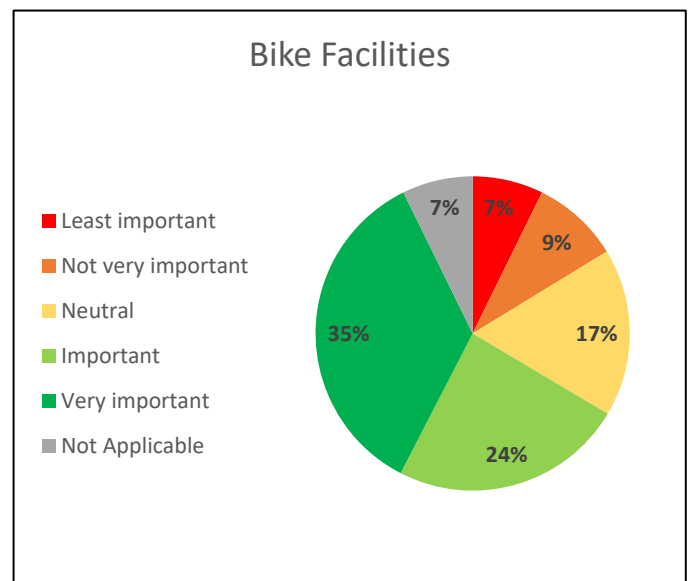


Figure 39- Importance of bike facilities

Directional Signage

Figure 40 shows that directional signage holds strong weight among participants, with approximately two thirds stating it is 'important' or 'very important'.

Less than 15% feel that directional signage hold little weight in the future management of the Park.

Around one fifth scored directional signage as 'neutral', whilst 2% stated it is 'not applicable'.

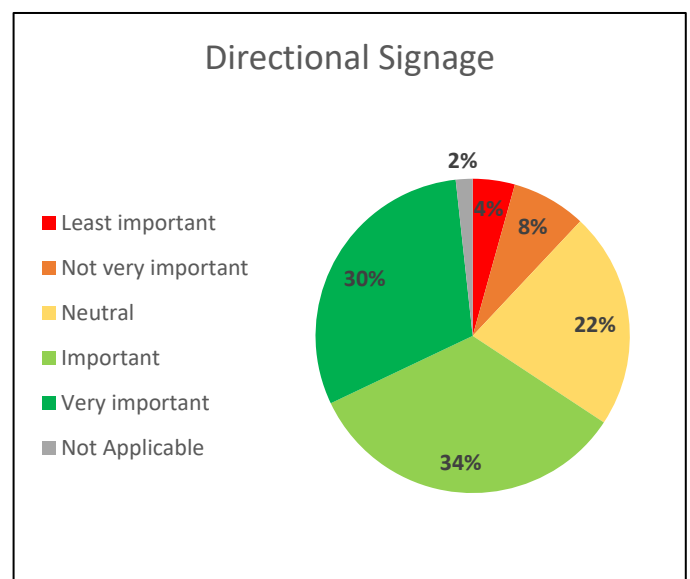


Figure 40- Importance of directional signage

Q9 (cont.): How do you rate the importance of the below services to you when using River Torrens Linear Park? 1 being least important and 5 being very important in the areas you visit

Interpretive Signage

Figure 41 shows that interpretive signage holds some importance to approximately one third of participants. About one fifth feel that the service should have little weight.

Around one third of participants gave this a 'neutral' score, whilst another 4% feel it is 'not applicable'.

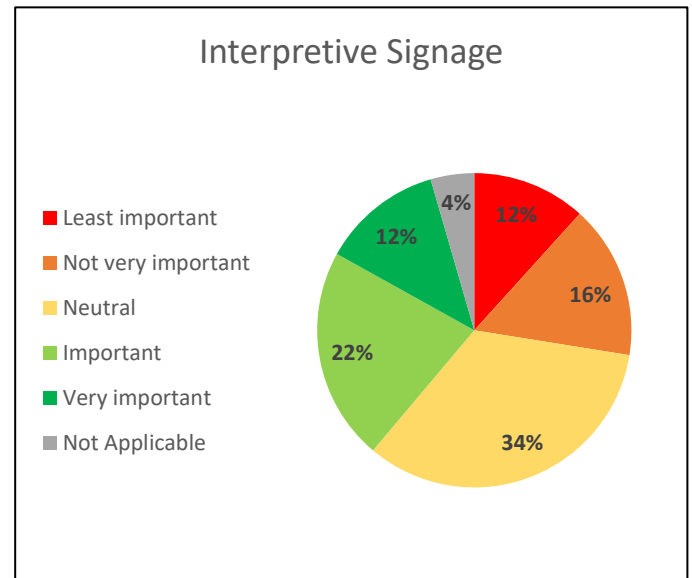


Figure 41- Importance of interpretive signage

Access across the River

Figure 42 shows that more than 70% of participants feel this service must be highly considered within the future management of the Park, with more than one third stating it is 'very important'.

Less than 5% of participants feel that this is 'not very important', and another 1% consider this to be of 'least' importance.

The service is considered to be of 'neutral' value by over one fifth of the participants.

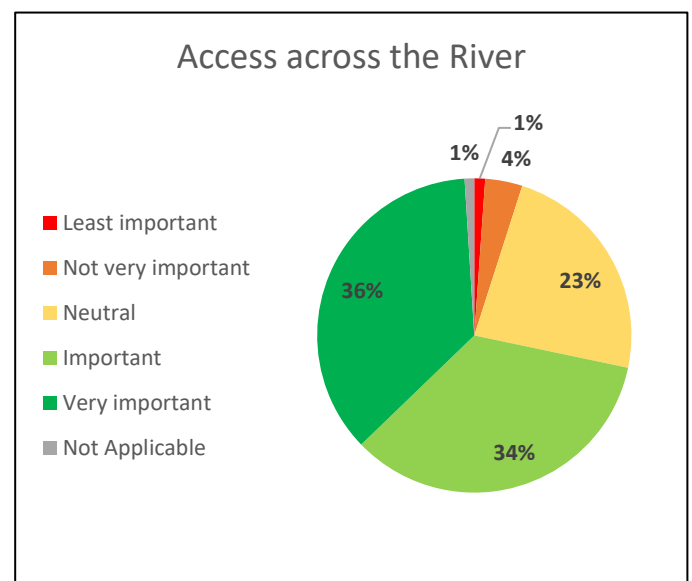


Figure 42- Importance of access across the River

Q9 (cont.): How do you rate the importance of the below services to you when using River Torrens Linear Park? 1 being least important and 5 being very important in the areas you visit

Waste Bins

Figure 43 shows that almost two thirds of participants feel that waste bins are either 'very important' or 'important'.

Less than 10% of participants feel that this service should have little consideration within the future management of the Park.

Approximately one quarter feel that the service holds 'neutral' importance compared to other services provided along the River Torrens.

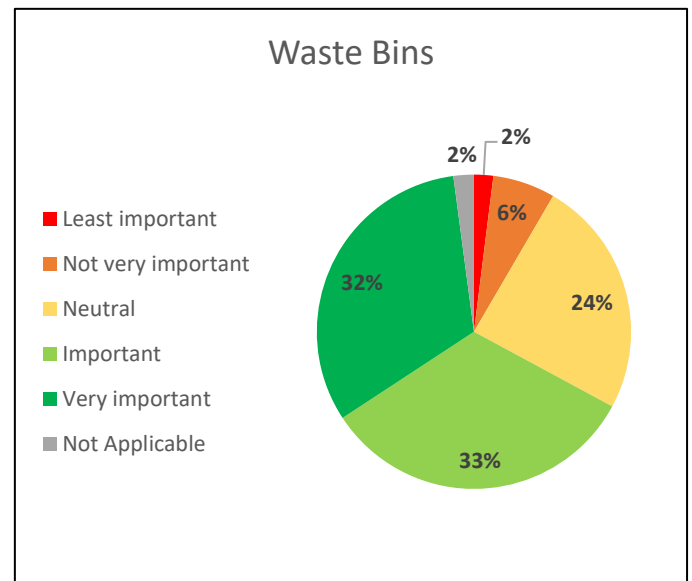


Figure 43- Importance of waste bins

Drink Stations

Figure 44 shows that more than half of participants indicated drink stations are a 'very important' or 'important' service along the River Torrens.

Correspondingly, around 15% indicated this service should have little weight within the future management of the Park.

Approximately one quarter of participants selected a 'neutral' score, whilst 2% stated the service is 'not applicable'.

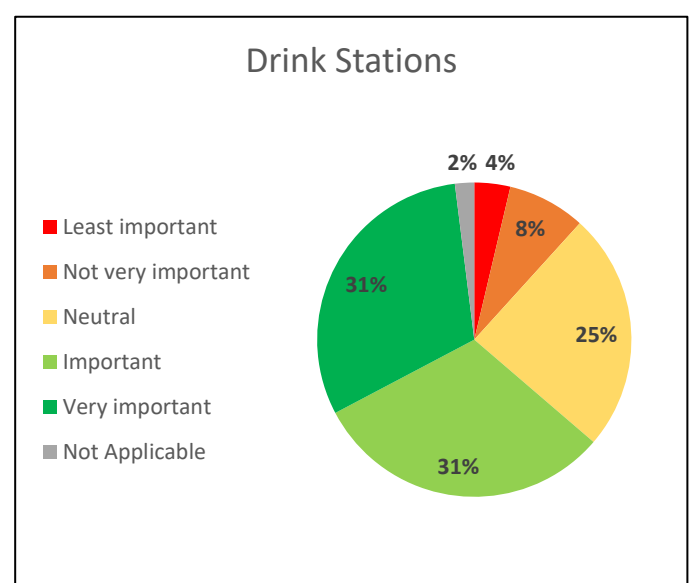


Figure 44- Importance of drink stations

Q9 (cont.): How do you rate the importance of the below services to you when using River Torrens Linear Park? 1 being least important and 5 being very important in the areas you visit

Seats, Tables and Shelters

Figure 45 shows that more than one third of participants feel that seats, tables and shelters are an 'important' service, whilst a further one fifth responded with 'very important'.

Just over 10% of participants feel it is either 'not very important' or 'least important'.

Almost one third of responses stated the service was 'neutral' and should be appropriately considered for future management of the Park.

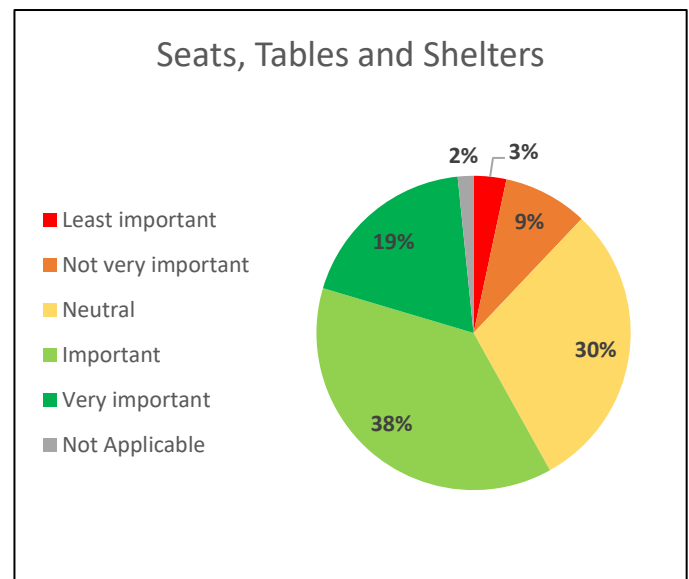


Figure 45- Importance of seats tables and shelters

Summary

In summary, the key facilities that were considered of most importance to participants, in descending order of importance, were:

1. Feeling of Safety
2. Paths/Boardwalks
3. Path Lighting
4. Physical Safety
5. Toilets
6. Access across the river

Key facilities that were considered to be of least importance, in descending order, were:

1. Public Art
2. Fitness Equipment
3. Carparks
4. Interpretive Signage

**Q10: How do you rate your overall experience when using the River Torrens Linear Park?
1 being the lowest (poor experience) and 5 being the highest (excellent experience)**

Figure 46 shows that the overall experience of participants was positive with almost 70% stating their experience was either 'good' or 'excellent'. Approximately 50% of participants stated their overall experience was 'good', whilst another fifth feel their past experiences have been 'excellent'.

It is important to note the small percentage (less than 5%) of participants who feel their overall experience has either been 'poor' or 'not very good'.

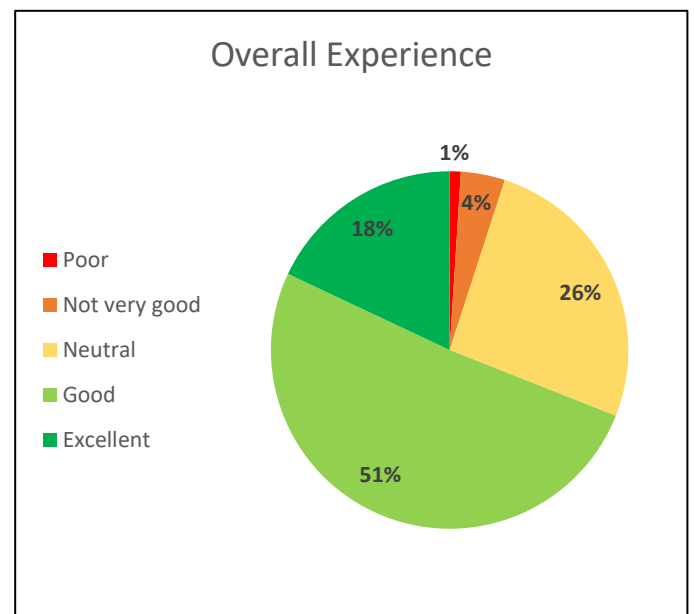


Figure 46- Importance of overall experience

Q11: What other comments do you wish to make on your experience of the River Torrens Linear Park and how you see it developing in the future?

Participants produced a range of comments covering many different topics. The most reoccurring topics included:

- Cycling and pedestrian conflict
- Poor quality of paths
- Poor supervision of pets
- Lack of toilets, and
- Inadequate path lighting

Cycling and pedestrian conflict

Cycling and pedestrian conflict was the largest topic commented on by more than 10% of all participants. The comments mainly related to the need for cyclists to slow down (and enforce a speed limit), the provision of wider paths or providing a separate path for cyclists and other users. It was interesting to note that some comments highlighted that widening paths may lead to cyclists riding faster, thus increasing the potential hazards towards other users. Another solution to the conflict which produced a separate topic included the provision of etiquette signage for all users, including wording such as “keep left” or “ring bell to pass”.

Poor quality paths

The poor quality of paths and the need to improve them comprised approximately 10% of participants. The major issue highlighted was the sections of the path constructed from timber, particularly around the South Road underpass (which was a section of path repeatedly referred to by many participants). Other issues relating to the quality of paths include sections of pavement where tree roots have cracked the surface or are bulging through, and the desire to use different materials to prevent problematic tree roots. Although some of these issues relating to bulging roots were raised by pedestrian users with regard to tripping, a

large proportion of these comments seem to have been made by cyclists, who described the bulging roots as “uncomfortable”.

Inadequate path lighting

Inadequate path lighting was raised by many, with specific ‘problem’ areas being:

- The area near Hindmarsh Cemetery
- Between Tapleys Hill Rd and the beach (on the south side)
- South Rd underpass
- Underneath the Port Road/ SA Brewery bridge

Other comments suggested different lighting options, such as in ground lighting to reduce the impact on wildlife, and solar panel lighting to reduce energy demand.

Poor supervision of pets

Poor supervision of pets was an issue highlighted by all users of the park, ranging from parents worried for their child’s safety, to cyclists worried about running into an unleashed dog. This issue accounted for almost 10% of all comments.

All users had issues with the defecation of dogs being left on the ground as owners may not be watching their dog and therefore may not be aware (or care).

Issues regarding conflict between users, included people who are worried by potentially unfriendly dogs, and dogs chasing cyclists and other users (including kids).

Q11 (cont.): What other comments do you wish to make on your experience of the River Torrens Linear Park and how you see it developing in the future?

Other issues include cyclists hitting dogs that are not leashed and running across paths. Suggestions to resolve this solution included fenced off dog zones (which was recommended by both dog owners and other users), or a consistent policy to keep dogs on a lead.

Waste Bins

The quantity of rubbish bins produced a small number of responses, and included the desire to provide more dog waste bags. Most comments relating to the need to increase the quantity of bins stated that they would also like to see the provision of dog waste bags associated with this.

Lack of toilets

The lack of toilets was raised by 7% of participants, whilst the improvement of the current quality of toilets only produced less than 1% of comments. Users highlighted the need for toilets at recreational sites, as well as consistent spacing along the Park.

Areas identified that required a toilet included:

- River Drive Athelstone playground
- Between Dernancourt and Highbury
- Tea Tree Gully area (non-specific)
- End of Hallett Boulevard Allenby Gardens (there is a recreational area nearby)
- Klemzig Interchange heading towards the hills

Protect the natural environment

Another topic that arose from the comments includes the desire to protect the natural environment and the desire not to “overdevelop” the Park. Participants

highlighted their appreciation for the natural environment and the value of this greenspace running throughout the urban area. Further comments highlighted the desire to maintain/create more dirt walking tracks and the expressed desire to minimise the requirement to pave any more of the Park or introduce more art.

Lack of landscaping

Around 5% of comments focused on a lack of landscaping/vegetation along the Park. Participants indicated the requirement for all Councils to regularly weed areas near bridges (especially in summer) due to the hazard of snakes. Other comments included the provision of more native vegetation to improve the diversity of wildlife in the area, and the desire to increase vegetation to hide unsightly development such as pumping stations. Trimming landscaping to reduce blind corners and improve path lighting as some lights are blocked by vegetation.

Drinking Fountains

Drinking fountains are a major priority for all users including dog owners, pedestrians and cyclists. This topic comprised more than 5% of total comments. Park users feel that a consistent distance between drink stations needs to be established. In the short term, it may be appropriate to repair existing drink stations, as many comments referred to drink stations being broken for a significant amount of time. This includes the water fountain near the tennis courts on Gilbert St, Gilberton which has been broken for “over 12 months”. Furthermore, the provision of human/dog friendly drink stations was indicated as a service which needed to be improved, especially close to dog parks/areas.

Q11 (cont.): What other comments do you wish to make on your experience of the River Torrens Linear Park and how you see it developing in the future?

Recreation Facilities

Comments also highlighted the need to increase the number and diversity of recreational facilities. Some suggestions to increase the diversity included Disc Golf (Frisbee Golf) or Nature Play areas for kids. Other comments highlighted areas in which more conventional facilities, including picnic, barbeque and playground areas need to be provided. These areas include:

- Tea Tree Gully side of the River Torrens
- Highbury/Athelstone area
- Paradise area

Wayfinding

Issues about wayfinding accounted for approximately 5% of total comments. Participants indicated the need to improve the current wayfinding facilities, especially for tourists and visitors. Suggestions included an easy-to-follow line painted along the entire length of the main path. Other suggestions included the improvement of signage or simplification of path networks, particularly close to urban areas (O-Bahn interchange, city and other built up areas). Bike users commented that some shared paths lead to dead ends, stairs or pedestrian only paths, leading them to retrace their path or carry their bike to negotiate stairs.

Water quality

The water quality of the Torrens River seems to be a growing concern for long-time residents of the area, with many disappointed with the amount of rubbish left in traps and collected within reeds. There was a strong focus from participants asking councils to regularly

clear traps and reeds to improve the quality of the water, and thus improve the natural amenity of the area.

Park access

Access either into the park or within the park was a clear issue. Participants raised concerns about the accessibility of access points for the elderly, people with disabilities or with prams, and children. Some access points have stairs which are uneven and hand railings which are inconsistent. One comment highlights an access point at Fulham where the respondent needs to “climb over a large mound with limited stair access - just timber stuck into the ground”. In a similar way facilities within the park are not accessible to all due to poorly maintained stairs and lack of facilities to push bikes next to/along stairs.

Increase in bridge crossings

About 2% of the comments were seeking an increase in the number of bridge crossings over the river. One area identified was located between Dernancourt and Paradise near Lutana Drive.

Other topics

Other smaller topics identified included:

- Provide more public art along the River Torrens
- Increase the quantity of seating
- Problems associated with different councils having different maintenance standards
- Quality of bridge crossings (Kidman Bridge)
- Increasing number of feral pigeons

Individual Responses

Five individual email responses were received which provided particular feedback regarding asset management (refer **Appendix 3**).

Submission from the Bicycle Institute of South Australia

The Bicycle Institute of South Australia forwarded a submission (refer **Appendix 4**). The submission incorporated three key recommendations relating to the management of walking and cycling along the River Torrens, namely:

1. Provide an alternative path to separate cyclists and pedestrians
2. Provide direct, safe, on-street alternative cycling routes to the Linear Path, particularly where it is not possible to provide an alternative path to separate cyclists and pedestrians
3. Provide simple clear, directional signage designed to be read by cyclists.

APPENDIX 1 - Online Survey



Torrens Linear Park Integrated Management Plan

Help us identify key improvements along River Torrens Linear Park

The nine metropolitan Councils that surround River Torrens Linear Park are keen to hear your views on how the facilities within Linear Park can be improved in the future. Most of the recreational and transport facilities along Linear Park have been in place for over 30 years, although there have been many areas that have been upgraded or replaced during that period.

The Councils recognise that Linear Park is a significant recreation park providing many important and valued facilities for the metropolitan area. Cooperation and careful planning is therefore required to help them deliver improvements that will provide a safe, enjoyable, varied and world-class user experience into the future.

This community survey will help us in the understanding of the overall condition of facilities within Linear Park, and help the Councils prioritise works, establish appropriate standards for new facilities, identify opportunities for improvement and help obtain funding.

We would like your thoughts as a user of River Torrens Linear Park.

Please complete the survey and submit by 5pm Friday 30th September 2016.

1. What is your age?

- ☐ Under 15
- ☐ 15 - 30
- ☐ 31 - 45
- ☐ 46 - 60
- ☐ 61 - 75
- ☐ 76 and over

2. What is your gender?

- ☐ Male
- ☐ Female
- ☐ Other

3. Which Council do you live in?

- ☐ Adelaide Hills Council
- ☐ City of Tea Tree Gully
- ☐ City of Campbelltown
- ☐ City of Norwood, Payneham and St Peters
- ☐ City of Port Adelaide Enfield
- ☐ Town of Walkerville
- ☐ Adelaide City Council
- ☐ City of West Torrens
- ☐ City of Charles Sturt
- ☐ Other (please indicate post code)

4. How do you **usually** travel to River Torrens Linear Park?

- ☐ Walk
- ☐ Cycle
- ☐ Car
- ☐ Public transport

5. Generally, how often do you visit the Park?

- ☐ More than 4 days per week
- ☐ At least once a week
- ☐ At least once a month
- ☐ Several times a year
- ☐ About once a year
- ☐ Less than once a year

6. What are the main reasons you visit River Torrens Linear Park?

Please select a **maximum of 3** choices from the list below.

- ☐ Walking (alone)
- ☐ Walking in a group (2+ people)
- ☐ Walking with dog(s)
- ☐ Public events
- ☐ Commuter cycling
- ☐ Recreational cycling
- ☐ Jogging / Fitness
- ☐ Visiting playgrounds
- ☐ Picnics / BBQs
- ☐ Enjoying the natural environment (including fishing, birdwatching etc)
- ☐ Other (please specify)

7. Which sections of River Torrens Linear Park do you visit most? (Select all that are **regularly** used)

- ☐ Beach (Beach to Port Road)
- ☐ City (Port Road to Hackney Road)
- ☐ Hills (Hackney Road to Hills)

8. How do you rate the following features in the areas you visit most within River Torrens Linear Park - **1** being the lowest (poor standard) and **5** being the highest (excellent)?

[illegible]

9. How do you rate the **importance** of the below services to you when using River Torrens Linear Park - **1** being the least important and **5** being very important in the areas you visit?

[illegible]

10. How do you rate your **overall experience** when using River Torrens Linear Park -1 being the lowest (poor experience) and 5 being the highest (excellent experience)?

Poor Experience **Excellent Experience**

1 2 3 4 5

☐ ☐ ☐ ☐ ☐

11. What other comments do you wish to make on your experience of River Torrens Linear Park and how you see it developing in the future?

Thank you for completing this survey. Please submit before 5pm Friday 30th September 2016.

APPENDIX 2 – Promotional Material Distribution

Council	Number of Corflute Signs Erected	Flyers distributed to: (stakeholders were referred to the online survey to leave their feedback)	Advertisement released in relevant local paper
City of Charles Sturt	12	<ul style="list-style-type: none"> Community Centres Libraries 	Yes
City of West Torrens	12	<ul style="list-style-type: none"> Lockleys Riding Club 	Yes
Adelaide City Council	15	<ul style="list-style-type: none"> ACC Access and Inclusion Panel Rowing clubs Commercial leased properties along River Torrens Walking SA Heart Foundation Adelaide Bicycle User Group (BUG) Adelaide Cyclists Webpage 	Yes
Town of Walkerville			
City of Port Adelaide Enfield	12	<ul style="list-style-type: none"> Libraries (4) 	No, as there is overlap with adjoining councils
City of Norwood, Payneham, St Peters	25	<ul style="list-style-type: none"> Friends of the St Peters Billabong (revegetation projects on Linear Park) Bicycle SA Bicycle Institute of SA Marden Senior College (revegetation projects on Linear Park) 	Yes
City of Campbelltown	12	<ul style="list-style-type: none"> Council website 'Have your say' – Council Library 	One Messenger Ad
City of Tea Tree Gully	15	<ul style="list-style-type: none"> Council website 'Have your say' CTTG 1,324 Community Panel members 	Paid ad and placement twice in CTTG "Gully Views in Messenger

APPENDIX 3 – Feedback from Individuals

Respondent No.	Path / footbridges	Toilets	Wayfinding	Bins	Cyclist / ped conflicts	Seats	Exercise equipment	Wildlife	Lighting	Picnic Facilities	Drinking Fountains
1		Self-cleaning toilets	GPS beacon in path every 200 m so emergency services know where you are	More bins	More educational programs	More seats in shady areas	More rubberised surfaces around exercise equipment				
2	Wider paths or a separated bike and ped path				More educational programs			Keep dogs on leashes so they don't attack Koalas or poo everywhere	More path lighting		
3	Issues with paths becoming inundated during large storm events – wants high level of service for flood protection	More toilets				More seats and shelter				More BBQ's	More drinking fountains
4		More toilets (near Frogmore Road and near River Mouth)						Protect wildlife – don't over develop with civil infrastructure			
5			Need an updated map for the RTLP which is app based								
6									More lighting (near Adelaide Gaol)		More drinking fountains

Appendix 4 - Submission from the Bicycle Institute of South Australia

Cycling for the Environment, for Health, for Pleasure

River Torrens Integrated Strategic Asset Management Plan

The nine metropolitan Councils adjoining River Torrens Linear Park are undertaking a joint review of existing facilities and preparing a plan for the future renewal and redevelopment of the Park.

As an organisation that represents both existing cyclists and “proto-cyclists” – the significant proportion of the population say that they would cycle more if conditions were safe enough – the Bicycle Institute has a particular interest in the Linear Park. As well as recreational cyclists, Linear Park caters for “transport” cyclists (those riding from A to B for reason other than to “go for a ride”) who are intimidated by the idea of riding on road. This even includes some who ride to the CBD, and who park their bike at or near to the Linear Park before walking to university, work or shops.

We have three recommendations for management of walking and cycling along the River Torrens:

1. Provide an alternative path to separate cyclists and pedestrians
2. Provide direct, safe, on-street alternative cycling routes to the Linear Path, particularly where it is not possible to provide an alternative path to separate cyclists and pedestrians
3. Provide simple clear, directional signage designed to be read by cyclists.

The first two may not always be possible. The third certainly is.

Applying our recommendations together, through the combined efforts of the nine councils whose responsibilities encompass the River Torrens Linear Park, will ensure that this fantastic asset will be enjoyed by both local residents and the broader Adelaide community in harmony. The Bicycle Institute’s vision for Linear Park over the next three decades is for it to be valued as the treasure it is rather than instead being known as a contested, contentious space that’s a headache and a heartache.

More detail on our recommendations follow.

1. Provide an alternative path/s to separate cyclists and pedestrians

The Linear Path was established over 30 years ago, when the idea of a shared use path was new. The path is now highly valued by both pedestrians and cyclists and is an important route into the City. But the success of a piece of infrastructure designed 30 years ago to cater for the population of 30 years ago doesn’t mean that this design is the right template for the present, much less the next 30 years. Indeed, we regard shared paths as very much a second-rate solution wherever pedestrian and cyclist numbers are appreciable.

As Alan Davies has [recently written](#) in the on-line magazine, *Crikey*:

“As cycling increases in popularity the old ways aren’t good enough anymore; walkers and cyclists can’t continue being assigned to the same (non-car) basket. It’s necessary to think a lot harder about eliminating conflicts not only between cyclists and motorists, but also cyclists and pedestrians.”

We are well aware that paths shared by pedestrians and cyclists can create conflicts, and the Linear Path has become notorious as a zone for creating conflict between cyclists and pedestrians. A recent summit on cycling on footpaths hosted by the Local Government Association heard several mayors

comment that while they receive very few complaints about cyclists on footpaths, they receive many complaints from pedestrians about cyclist behaviour, and from cyclists about pedestrian behaviour.

For most of its length the Linear Park has plenty of space to provide multiple parallel paths. Indeed in some locations there already are multiple parallel paths. These should be clearly demarcated so that cyclists and pedestrians can be separated.

In other locations, things get squeezier. Here, separated paths may not fit. But there can still be room for short sections of paths that allow cyclists to bypass the main path and any pedestrians using it. Evidence for this is in the 'goat-tracks' currently providing such passing opportunities in an informal but only occasional way. This concept should be a formal part of reducing conflict. As bypass paths could be designed around one-way, cycle-only use, grades could be used that wouldn't be acceptable on the main path, and quite narrow, with no allowance for a cyclist to overtake another cyclist in these sections – making these feasible where a wider parallel path isn't.

2. Provide direct, safe, on-street alternative cycling routes to the Linear Path, particularly where it is not possible to provide an alternative path to separate cyclists and pedestrians

While using the Linear Park is pleasant and appears relatively safe, it is circuitous and, as noted, conditions can sometimes give rise to conflict between cyclists and pedestrians using the path. It is in the interests of all concerned if faster transport cyclists can be encouraged off the Linear Path onto alternative routes better designed around cycling for transport.

The features of such routes would be that these are direct, quiet, fast and safe. Where possible these should use residential streets adjacent to the Linear Park, to maintain amenity and aid wayfinding. To induce cyclists to use such routes, they would need to offer the same convenience as the Linear Park. Arterial roads should be crossed either with a diversion into the Linear Park to go underneath the road, or (preferably) using median refuge crossings.

We would be happy to work with relevant authorities in both the broader and detailed design of a route or sections of routes.

3. Provide simple clear, directional signage designed to be read by cyclists.

It can be hard to imagine how one could become lost while using a park that follows the River Torrens. However Linear Park is often wide, and as previously noted has numerous alternative paths, many of which have sections unsuited to cyclists. The Bicycle Institute has been calling for wayfinding signage for Linear Park for many years, with a long standing challenge to councillors and state politicians to ride from the city to the hills without getting lost. (To this we would add the challenge to find the route off the Linear Path and reaching Tea Tree Plaza.)

The need for wayfinding signage has long been recognized by Councils as well. Unfortunately they have left the task of designing such signage to consultants and staff who do not seem to understand the task. Even the signage Adelaide City Council has introduced to its Park Lands and into the city centre is poor, albeit a vast improvement on its previous efforts.

The result has been very expensive but ineffective signage. If the street network were treated in the same way there would be chaos. Signs should be:

- easy to identify and read while cycling past, including at night
- at decision points, pointing to places relevant to cyclists
- simple and clear
- easy to maintain.

It should be easy to indicate the route to take for just four destinations: the coast, the city, Modbury and the hills. Names of streets and roads being crossed would be another feature of the wayfinding system. Once again, we would be happy to help the relevant authorities design such signage. We will happily identify the locations and what should be written on the signs.