



City of Mitcham Cycling Plan 2026-2031

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Acknowledgement of Country

The City of Mitcham acknowledges the Kaurna people as the Traditional Custodians of the lands on which we live, work, and ride. We pay our respects to Kaurna Elders past, present, and emerging, and recognise their deep and continuing connection to this Country.

From the Mayor

To be completed post consultation

1. Our Aim, Outcomes and Objectives

Our Aim

**‘To make the City of Mitcham a great place for people on cycles
— delivering a cycling network that is safe for people of all ages and abilities,
and connects people to the places they want to go.’**

What Success Looks Like by 2030

Three outcomes describe what this plan is trying to achieve:

- Mitcham has a safer cycling network where people of all ages and abilities feel confident and comfortable riding for everyday trips.
- More residents choose cycling as a practical, affordable, and enjoyable way to get to work, school, the shops, and public transport.
- Cycling contributes to a healthier community and lower transport emissions across the City of Mitcham.

How We Will Get There

Five objectives set the direction. Each one includes a note on Council’s role — what Council leads, what it works on with partners, and what it can only advocate for:

Objective	What it means	Council’s role
1. Safe and connected network	Build a cycling network that reduces traffic stress and gives riders of all ages a comfortable way to travel across Mitcham.	<i>Council leads on Council-managed roads and paths. Advocates to DIT on arterial roads.</i>
2. Connected to key destinations	Ensure the network connects to schools, train stations, shopping centres, Flinders University, Flinders Medical Centre, and the Adelaide CBD.	<i>Council leads. End-of-trip facilities at stations and workplaces require PTSA and employer partnerships.</i>
3. Inclusive and accessible	Deliver a network and programs that work for people of all ages, abilities, and backgrounds — including those who cannot drive.	<i>Council leads infrastructure. Programs delivered with Bicycle SA, schools, and community organisations.</i>
4. A cycling culture that sticks	Support residents in choosing to cycle through programs that build skills, confidence, and a community where cycling feels normal.	<i>Council facilitates. Requires involvement of schools (DECD), employers, community groups, and residents.</i>
5. Accountable and evidence-based	Measure what we do, report results publicly, and continuously improve the plan based on data and community feedback.	<i>Council leads. Includes annual public reporting and embedding cycling into Council’s capital works decisions.</i>

2. Our Community

This section sets out who the plan is designed for, what Mitcham residents have told us about cycling, and what the data shows about travel in our city. Understanding our community is the starting point for everything in this plan.

What This Plan Covers

This plan is about enabling residents to get to the places they need to go by bicycle. It covers both the on-road and off-road cycling network across the City of Mitcham.

- Everyday cycling for transport, including trips to work, school, the shops, and public transport.
- Creating the conditions that make cycling a safe, practical, and realistic choice for people of all ages and abilities.
- Connecting residential areas to the destinations residents travel to regularly.
- Supporting cycling as a genuine alternative to driving for short and medium distance trips.
- Ensuring cycling and shared path infrastructure is accessible and inclusive, supporting people with disability in line with Council's Disability Access and Inclusion Plan.

Mountain biking and recreational cycling are addressed separately in the City of Mitcham Trail Network and are not covered in this plan.

Who Is This Plan For?

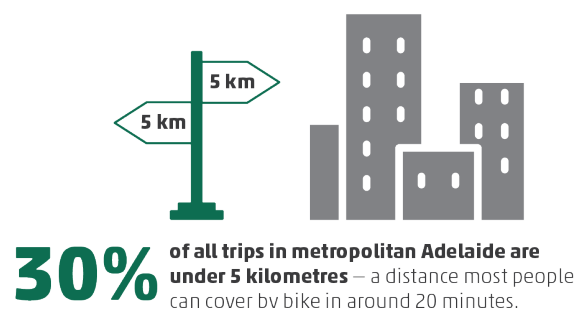
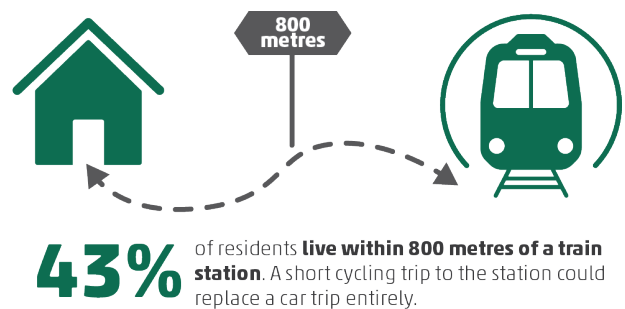
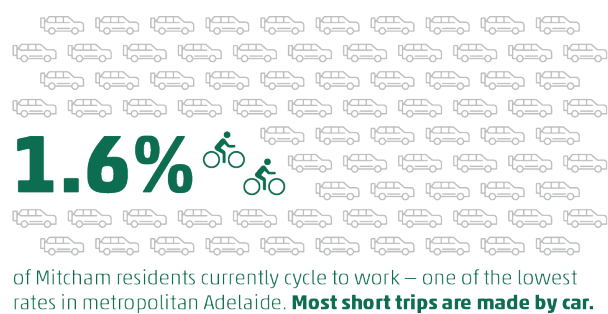
The plan is designed to work for everyday riders of all ages and abilities. Designing for the most vulnerable users such as families, children and seniors. creates a network that works well for everyone.

Who	What they need
Families with children	Need safe, smooth paths away from traffic. Wide enough to ride side by side. Gentle gradients, accessible crossings, regular rest points. Safe connections to schools.
Seniors and people with limited mobility	Gentle gradients, wide paths (suitable for mobility scooters), accessible crossings, regular seating and shade. Slower trips to local shops, medical centres, and community facilities.
People with disability	Smooth, continuous surfaces free of obstacles. Accessible crossings with tactile indicators. Wide paths accommodating wheelchairs and mobility aids. Consistent design that removes physical barriers to access.
Everyday commuters	Direct, connected routes. Low traffic stress. Good lighting. Secure bicycle parking at train stations, workplaces, and shopping centres.
E-bicycle and e-scooter riders	Technology that removes the barriers of hills and distance. SA law (since mid-2025): riders aged 16+ can use e-scooters on shared paths and bike lanes. E-bicycles can be used on all cycling infrastructure.



Mitcham at a Glance

Understanding how our community travels today is the foundation for everything in this plan.





“We have a great community with many things close by. We need to make sure there are safe ways to access amenities.”

*Survey respondent,
Moving Mitcham -Your
Integrated Transport Plan*

“Another high priority I strongly support. More people walking, cycling and wheeling will increase patronage to local businesses, supporting the local economy.”

*Survey respondent,
Moving Mitcham -
Your Integrated
Transport Plan*

“More bikes = less cars. Active transport is good for your health.”

*Survey respondent,
Moving Mitcham -Your
Integrated Transport Plan*

What Our Community Has Told Us

Over 180 residents shared detailed feedback on cycling through the Moving Mitcham — Integrated Transport Plan. Their feedback directly shaped the priorities in this plan.

You told us you want:

Residents called for more cycling paths away from heavy traffic, safer and more direct connections to schools, shopping centres, parks, and train stations, better links between the plains and the hills, improved access to the Adelaide CBD, and practical support along routes — secure parking, good lighting, and clear signs.

Why Now?

Several factors make 2026 the right time to invest in cycling in Mitcham:

- E-scooters became legal in SA in mid-2025. Riders aged 16+ can now use e-scooters on footpaths, shared paths, and bike lanes — significantly expanding who can use cycling infrastructure.
- The SA Government's 2022–2032 Cycling Strategy sets a state-wide target to double cycling participation, and this plan directly contributes to achieving that goal.
- Transport is SA's second-largest source of greenhouse gas emission. Everyday cycling is one of the most practical ways to reduce that.
- Running a car costs around \$300–\$400 per week in Australia (NRMA, 2024). More residents are looking for affordable alternatives.

This plan also supports the objective of the following Mitcham and State Strategies.

Strategy	Relationship to this plan
Mitcham 2030 Strategic Plan	Directly supports 'Accessible, Healthy and Connected Community' and 'Sustainable City' goals.
Moving Mitcham — Your Integrated Transport Plan	Implements the active transport actions from Mitcham's overarching transport strategy. Community feedback from Moving Mitcham directly informed this plan.
Resilient South — Regional Climate Action Plan 2024–2029	Contributes to regional resilience and emissions reduction through sustainable transport.
SA Government Active Travel Design Guide	Aligns with the Movement and Place approach to cycling through safer street design, appropriate separation from traffic, and improved cycling continuity.
2022–2032 Cycling Strategy for South Australia	Aligns with and contributes to the state target of doubling cycling participation.
Mitcham Disability Access & Inclusion Plan	Aligns with Council's commitment to accessible and inclusive infrastructure, ensuring the cycling network meets the needs of people with disability and mobility limitations.



3. Council's Role

Before setting out what we are proposing, it is important to be clear about what the City of Mitcham can and cannot do directly. Some improvements are completely within our control. Others require us to work with partners. Some of the most critical improvements proposed in this plan are on roads managed by the State Government, not Council.

Role	What this means	Examples in this plan
Implementor	Council directly designs, funds, builds, and maintains cycling infrastructure on roads and paths it manages.	Shared paths, on-road bicycle lanes, crossings and bicycle parking on Council-managed streets and parks.
Facilitator	Council creates the conditions for more people to choose cycling — running programs, coordinating partners, and removing practical barriers.	community rides, e-bike library, cycling skills courses, school travel programs, workplace initiatives.
Advocate	Several critical improvements in this plan are on arterial roads managed by the State Government. Council will advocate strongly on behalf of the community to secure the funding and approvals needed to deliver these improvements.	Safer crossings at Daws Road, Cross Road, and Springbank Road require Department for Infrastructure and Transport (DIT) partnership and State Government funding.
Partner	Some outcomes are only achievable through genuine collaboration with neighbouring councils, schools, universities, employers, and community organisations.	Way2Go school programs with Department of Education; end-of-trip facilities with Flinders University and Flinders Medical Centre; shared routes with Cities of Unley and Marion.

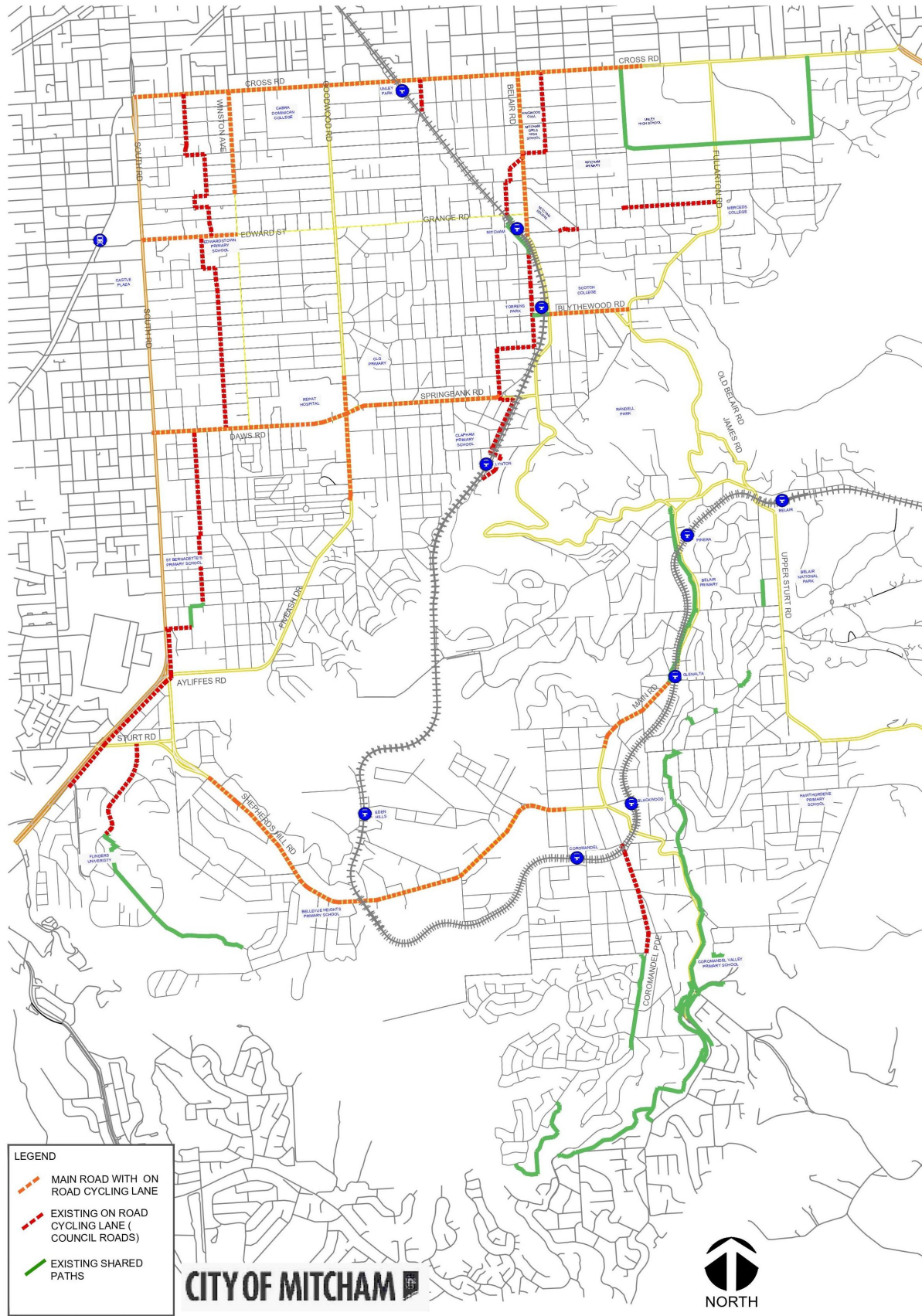
Important: roads Council does not manage

Some of the most critical gaps in the Mitcham cycling network fall on roads that are not managed by Council. Daws Road, Cross Road, and Springbank Road are all under the care and control of the State Government's Department for Infrastructure and Transport (DIT). Improving cycling conditions at these locations requires Council to apply for State funding, seek DIT approval, and make a strong case on behalf of the community.

4. Cycling Network

This section shows the current cycling network, the proposed network, and most importantly, what needs to happen to get from one to the other.

Step 1: The Existing Cycling Network



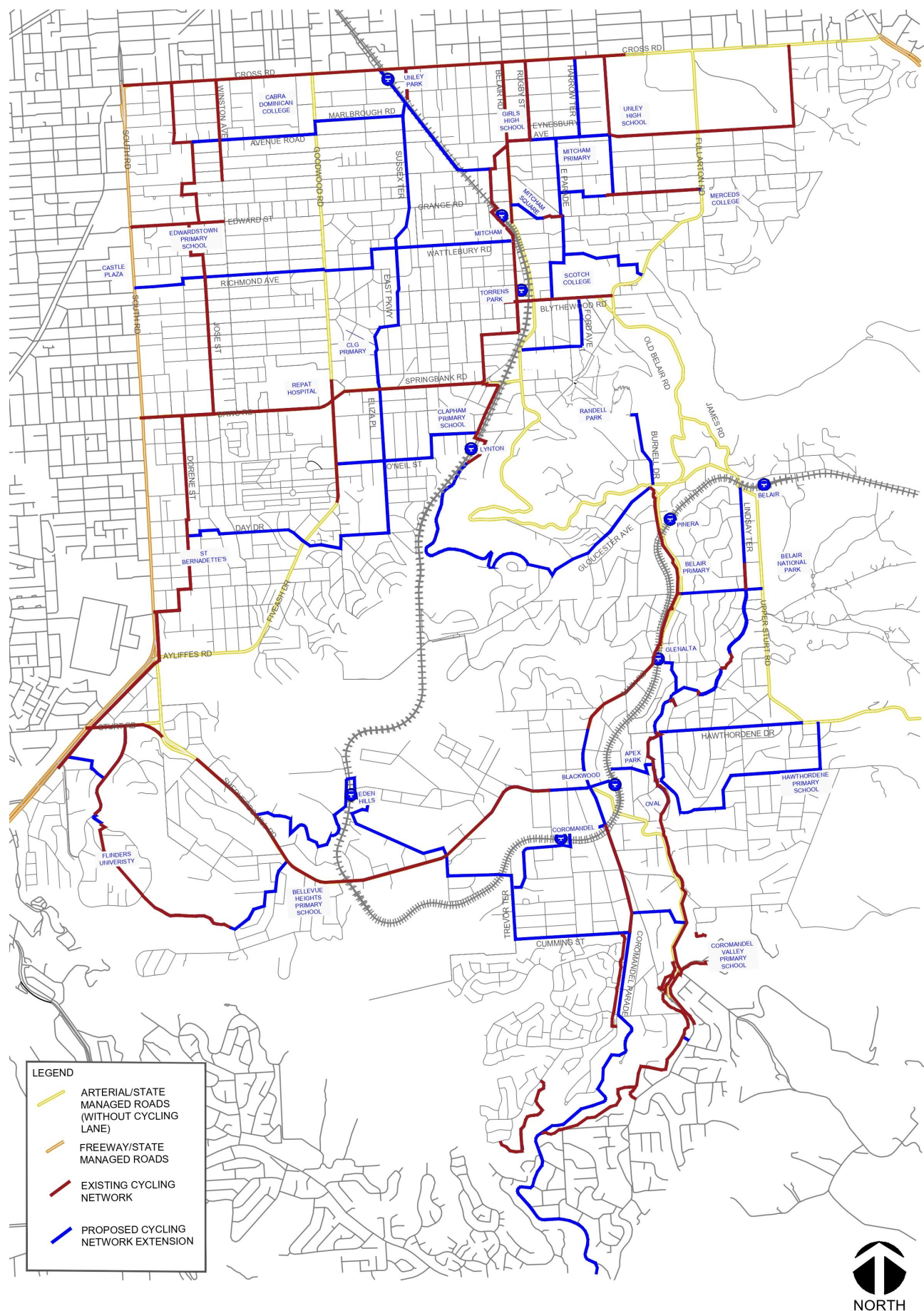
Key Findings from the Existing Network

A review of the existing cycling network identified several consistent challenges that shape the priorities in this plan.

- The existing network contains significant gaps at major arterial road crossings, where high traffic volumes and vehicle speeds create barriers to safe and continuous cycling. Daws Road, Cross Road, and Springbank Road are the most critical of these locations.
- East–west connections across the city are limited, and hills suburbs including Eden Hills, Bellevue Heights, and Glenalta have little to no dedicated cycling infrastructure.
- Safe and direct connections to schools are largely absent, and the network does not consistently connect to key destinations such as activity centres, parks, and train stations.
- Where infrastructure does exist, sections are substandard or inconsistent in design, with maintenance issues including tree root damage and general wear reducing ride quality and accessibility.
- Wayfinding is limited, making it difficult for new and occasional riders to navigate routes with confidence.
- End-of-trip facilities including secure bicycle parking, seating, shade, and drinking fountains are insufficient across the network, reducing the practicality of cycling for everyday trips.

These findings directly inform the priorities set out in this plan.

Step 2: The Proposed Cycling Network



The Proposed Cycling Network

The proposed cycling network provides a blueprint for how cycling routes across Mitcham are intended to function and connect. It has been developed with a clear set of priorities drawn from community feedback, the existing network review, and the strategic objectives of Moving Mitcham and Mitcham 2030.

- Improving connectivity to the existing cycling network, building on what already exists rather than starting from scratch.
- Creating better cycling connections between the plain's suburbs and the hills, an area where the current network has a significant gap. This initiative has significant topographical challenges.
- Improving access to key destinations including the Adelaide CBD, Castle Plaza, Flinders University, Flinders Medical Centre, schools, community centres, and sporting and recreational facilities.
- Designing for all types of everyday cycling trips, from the daily commuter to the family riding to school, and from the older resident on an e-bicycle to the less experienced rider.
- Delivering a safer, lower-stress, and better-connected network that residents across all parts of Mitcham can realistically consider as an alternative to driving.
- Aligning with the goals of the Moving Mitcham Integrated Transport Plan and the Accessible, Healthy and Connected Community objective of Mitcham 2030.

4 Existing Network to the Proposed Network

Getting from the existing network to the proposed network is not a complete rebuild. It is a targeted, practical evolution: filling critical gaps, connecting what already exists, and applying the right infrastructure in the right places.

4.1 Fixing Critical Gaps at Major Roads

The State Government current network needs connections across major roads. A provision to enable a safe way to cross is required. Three arterial road crossings are a priority.

Crossing	Why it is the top priority
Daws Road	The most critical gap in the entire network. No safe cycling crossing exists on the City to Flinders route — connecting the Adelaide CBD to Flinders University and Flinders Medical Centre. This affects students, healthcare workers, and all riders on the city's busiest proposed cycling corridor.
Cross Road	Multiple locations along this high-volume arterial road lack adequate crossing facilities. This creates a barrier to cycling movement right across the city.
Springbank Road	The critical missing link on the City to Belair route. Fixing this crossing would unlock a continuous, safe cycling connection from the CBD through central Mitcham to Belair National Park.

4.2 Creating a Low- Stress Cycling Environment

A central principle of the proposed network is that cyclists should not need to share space with fast-moving traffic to complete an everyday trip. The proposed routes are deliberately aligned on local streets with lower traffic volumes and speeds, streets where the environment already feels calm.

This is not a compromise driven by budget constraints. It is the strategic response to the most commonly stated barrier to cycling in Mitcham: fear of traffic. Around 36% of the population say they are 'interested but concerned' about cycling. Their concern is specifically about mixing with motor vehicles. A network on quiet residential streets directly addresses that concern.

Where higher-traffic roads need to be used, appropriate infrastructure treatments will be needed, including protected crossings, separated bikeways, and signalised facilities that give cyclists a safe, dedicated time and space to cross.

4.3 Improving East – West Connection and Hills Connectivity

The existing network is strongest along north–south corridors and weakest east–west. Residents travelling between the eastern and western parts of the city have limited safe options and are frequently forced on busy arterial roads or indirect detours. The proposed network addresses this by extending cycling connections east–west across the city for the first time.

The hills suburbs present a more complex and significant challenge. Blackwood, Belair, Eden Hills, Bellevue Heights, Glenalta, and Coromandel Valley currently have little to no dedicated cycling infrastructure for everyday transport. For residents in these areas, cycling has not been a realistic everyday option, and addressing this gap requires a fundamentally different approach to the rest of the network.

Why the hills network is complex

The hills suburbs present a unique set of challenges that make delivering cycling infrastructure more complex:

- Significant gradients make conventional cycling difficult for a large proportion of residents, particularly older residents and those with limited fitness.
- Many hills roads are narrow and winding, with no dedicated cycling infrastructure and limited space to retrofit it.
- While a number of shared paths exist across the hills suburbs, these are largely disconnected and do not form a coherent network for everyday transport trips.
- The investment required to deliver safe, connected routes through these areas is substantially higher.

What does this mean for delivery

Delivering cycling infrastructure in the hills area will require a higher level of planning, engineering, and investment. Key considerations include:

- Collaboration with the State Government to secure funding and approvals, particularly where routes interact with State-managed roads.
- Active pursuit of State and Federal Government funding opportunities, as these projects cannot be delivered through Council's capital works budget alone.

The role of technology

Technology plays an important role in making hills area cycling more viable. The growing availability and affordability of e-bicycles means that gradients which previously made everyday cycling impractical for many residents are becoming increasingly manageable. As e-bicycle ownership continues to grow, the case for investing in hills cycling infrastructure becomes stronger and the potential ridership broader.

Council currently supports e-bicycle uptake through two programs:

- The Sustainable Living Subsidy Program offers a rebate of up to \$200 toward the purchase of a new e-bicycle, available now.
- The proposed E-Bike Library will allow residents to trial an e-bicycle before purchasing, reducing the financial barrier to getting started.

For hills residents who have previously considered cycling impractical, these programs offer an accessible entry point while longer-term infrastructure is being planned and funded.

The proposed network includes dedicated routes connecting the hills suburbs to the broader Mitcham cycling network, aligned on the most manageable gradients available. Delivering them will take time and sustained investment. They are, however, an essential part of making the cycling network genuinely city-wide and ensuring that residents in every part of Mitcham have access to a safe and practical cycling option.

4.4 Connecting to Everyday Destinations

Cycling only becomes a practical transport choice when the network connects people to where they actually need to go. The proposed network has been designed around real destinations, prioritised based on community feedback:

Schools — the most consistently requested improvement in community feedback. The network improves cycling access to primary and secondary schools across the city.

Train stations — 43% of Mitcham residents live within 800 m of a train station. Better cycling connections allow residents to replace short car trips entirely.

Shopping centres — Mitcham Square, Castle Plaza, and Blackwood Central Mall are connected by the proposed network, making cycling practical for everyday errands.

Major employment — Flinders University, Flinders Medical Centre, and the Repat Health Precinct are served by the highest-priority commuter corridor in the network.

Adelaide CBD — multiple proposed corridors provide cycling connections to the city centre.

Parks and open space — Belair National Park, Randell Park, and the Sturt River linear park greenway are connected, supporting both transport and recreational cycling.

4.5 Improving and maintaining what already exists

Not all the work involves building new paths and connections. Much of the existing network is functional but need improvements. Narrow paths, poor surface quality, limited signage, and inadequate lighting all reduce usability and discourage regular use. Targeted improvements to what already exists, including repairing tree root damage, improving wayfinding, and adding lighting on key corridors, will deliver immediate benefit to existing cyclists and strengthen the foundation for the connections being built around them.

4.6 Structured Route Hierarchy

A three-level cycling route hierarchy is proposed. Each hierarchy would need different levels of infrastructure. A three-level hierarchy ensures that investment is directed where it delivers the greatest benefit.

Hierarchy	Function	Example
Principal cycling route	- Route connecting higher order destinations such as town centres, employment hubs, public transport, major sport and recreation facilities and adjacent local government area. - These routes provide high quality, safe (priority) and convenient route	Adelaide CBD Castle Plaza Finders University
Secondary cycling route	- Routes connecting lower order destinations such as local centres, schools, district sport and recreation parks. - These routes also provide connection between primary routes.	Hawthorn Oval Belair National Park
Local cycling route	- Route connecting local destinations such as neighbourhood/residential centres, parks and community facilities. These are also used for recreational purposes(trails). - These routes connect to secondary and primary routes.	CC Hood Reserve, Craigburn Park Reserve

For a detailed description of the infrastructure associated with each route level, refer to Section 5 and Appendix A.

4.7 Integrating with Public Transport

Cycling and public transport are most effective when they work together. A resident who can safely cycle to a train station significantly extends how far the rail network reaches into their neighbourhood. Rather than being limited to destinations within comfortable walking distance of a station, they can access a much wider part of the city by combining a short cycling trip with rail travel.

For Mitcham, this matters. The city has twelve nearby train stations: Many residents live within a short cycling distance of one of these stations but currently drive to the station or drive to their destination entirely because the cycling connection does not feel safe. Improving that connection does not just benefit cyclists. It reduces car dependence, eases congestion on local roads, and makes public transport more useful for more people.

The proposed cycling network has been designed with this integration in mind. Key corridors improve cycling access to station precincts across the city. Secure bicycle parking is proposed at Mitcham train stations as a short-term priority. A safe cycling route to the station is of limited value if there is nowhere secure to leave a bicycle on

4.8 E-bicycles and E-scooters Cycling for More Residents

The emergence of new technologies and devices is making active travel more attractive and accessible to a broader section of the community. The Government of South Australia legalised e-scooters and other personal mobility devices on public roads and paths in mid-2025. As a result, riders aged 16 and over are now legally permitted to use footpaths, shared-use paths, bicycle paths, and many bike lanes and roads.

E-bicycles and e-scooters can address barriers such as topography, ability and distance.

Some key benefits of E-bicycles

- Easily climb hills and steep grades.
- Travels longer distances with less effort.
- Faster than regular bicycles, especially uphill.
- Reduces physical strain and fatigue.
- Can carry heavier loads (e.g. panniers (bags or baskets), children).
- Low impact on joints and easier on knees and hips.
- Practical alternative to short car trips.
- Handles wind and varied terrain better.
- Suitable for a wide range of users and fitness levels.

What this means for Mitcham

The growing uptake of e-bicycles has direct implications for how this plan has been developed and how the proposed network will be designed and delivered.

- The potential ridership for cycling investment is broader than it has ever been. Residents previously excluded by hills, distance, age, or fitness are now realistic cycling participants.
- The proposed network will need to accommodate a wider range of users, speeds, and device types. This includes wider paths, smoother surfaces, and end-of-trip facilities sized and secure for larger e-bicycles.
- The case for cycling investment in the hills suburbs is stronger. Proposed routes that may have been difficult to justify for standard bicycles alone become significantly more viable as e-bicycle ownership grows.
- Cost remains a barrier. E-bicycles typically range from \$1,500 to over \$5,000.
- Cycling becomes a more equitable transport option. E-bicycles make cycling every day accessible to residents who would otherwise be excluded, which is an important consideration in delivering a network that works for all of Mitcham.

Council's current support (E-bicycle)

Council recognises that the purchase cost of an e-bicycle is a real barrier for many residents. Through the Sustainable Living Subsidy Program, Council currently offers a rebate of up to \$200 toward the purchase of a new e-bicycle. This program is currently available and open to all eligible Mitcham residents.

5. Cycling Infrastructure Matrix

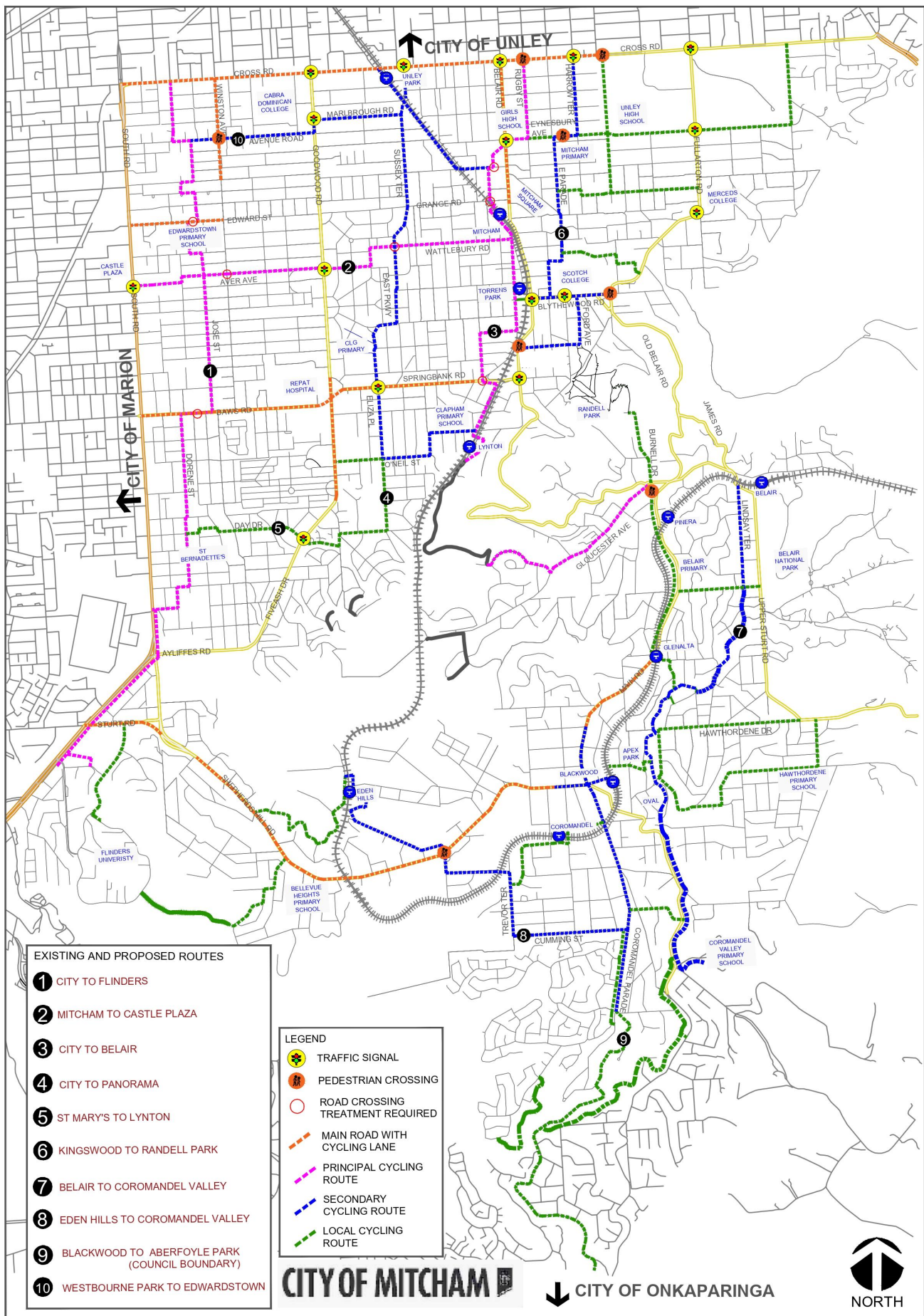
As outlined in the previous section, not every cycling route requires the same level of infrastructure. The proposed network is structured into three levels: Principal, Secondary, and Local. Each level has a defined function and a corresponding standard of infrastructure treatment.

The matrix below maps the types of cycling infrastructure to each route level, ensuring that the right treatments are applied in the right places. A Principal route serving a high-volume commuter corridor will be built to a different standard than a Local route through a quiet residential neighbourhood, and the matrix reflects that distinction.

Detailed descriptions of each infrastructure type are provided in Appendix A for reference.

Category	Treatment	Principal	Secondary	Local
Path Intersections	Shared Use Path	✓		
	Footpaths (Bicycle Permitted)			✓
	On-Road Bicycle Lanes	✓		
	Separated Bikeways	✓		
	Shared Spaces		✓	
	Local Streets and Bike Boulevards		✓	✓
Crossings & Intersections	Signalised (BPAC/PAC)	✓	✓	
	Wombat Crossing	✓		
	Emu, Koala, Zebra Crossings		✓	✓
	Mid-block Refuges & Kerb Ramps	✓		✓
LATM Treatments	Road Cushions	✓		
	Driveway Links / Slow Points	✓		
	Kerb Build-Outs (Kerb Protrusions)	✓		
	Raised Platforms & Speed Cushions	✓		
	Posted Speed Reductions	✓		✓
	Sharrows (Shared Lane Markings)			✓
Rider Amenities	Bike Parking	✓		
	Water Fountains	✓		
	Cycle Repair Stations	✓		
	Wayfinding & Etiquette Signage	✓	✓	✓
	Destination Signage	✓		
	Lighting & Seating		✓	✓
	Unobstructed Footpaths		✓	✓

The Proposed Cycling Network with Hierarchy



6. Cycling Initiatives

The following tables set out the cycling initiatives identified under this plan across infrastructure, community programs, and monitoring and evaluation. These initiatives have been identified based on community feedback, network analysis, and strategic priorities. They are unfunded at this stage and represent what Council is working toward over the life of the plan. The initiatives align with Moving Mitcham — Integrated Transport Plan Focus Area 2: Cycling and Walking.

Following community consultation, initiatives may be added, removed, or amended based on community interest and feedback. Confirmed initiatives will then be classified into short, medium, and long term priorities, with funding status and timeframes determined subject to Council's consideration of budget and delivery capacity. The finalised program will be presented to Council for endorsement as part of the final plan.

Current & Completed Projects

The following projects are completed or currently being delivered as part of Council's existing program:

- City to Belair Cycling Corridor
- City to Flinders Cycling Corridor
- Coromandel Parade – On Street Cycle Lane and Cycling Crossing Facility between Garnet Ave and Cumming St.
- 40km/h Feasibility Study on Local Roads.
- Cumberland Park, Daw Park and Colonel Light Gardens LATM Study

Table 1: Unfunded Infrastructure Initiatives

The following table sets out the proposed infrastructure initiatives across the cycling network, from critical crossing upgrades to path improvements and end-of-trip facilities.

All initiatives are currently unfunded. Following community consultation, initiatives will be reviewed and updated based on community feedback, and classified into short, medium, and long term priorities.

Initiatives	Council's role	Partners	Timeframe	Notes
Daws Road cycling crossing upgrade	Advocate and partner	DIT	TBC	State Government Road. Requires DIT approval and funding. Critical missing link completing the City to Flinders corridor.
Springbank Road cycling crossing upgrade	Advocate and partner	DIT	TBC	State Government Road. Requires DIT approval and funding. Critical missing link on the City to Belair corridor.
Safe cycling connections to schools	Implementor and advocate	DIT, schools, DECD	TBC	Targeted infrastructure on key school routes across the city. Highest priority in community feedback. All school crossing will be reviewed under this and Council will also trial smart school zone signs.

Secure bicycle parking at train stations	Implementor and partner	Public Transport SA (PTSA)	TBC	Proposed at all Mitcham rail stations. PTSA partnership required for station locations.
Secure bicycle parking at schools and key destinations	Implementor	Schools	TBC	Priority at schools, shopping centres, and community facilities across the network.
Wayfinding signage program	Implementor	Council only	TBC	Progressive installation of directional signs with destinations and estimated riding times across the proposed network.
Cross Road cycling crossing upgrades	Advocate and partner	DIT	TBC	Multiple locations along this high-volume arterial road. State Government Road. Requires DIT approval and funding.
Hills suburbs cycling connections	Implementor and advocate	DIT, City of Onkaparinga	TBC	Extends the network into Blackwood, Belair, Eden Hills, Bellevue Heights, Glenalta, and Coromandel Valley. State and Federal funding to be pursued.
East–West cycling connections	Implementor and advocate	DIT	TBC	Local roads will be the responsibility of Council. On DIT roads, Council will work in collaboration with DIT.
Shared streets – trial and identify road reconstruction program	Implementor	Council only	TBC	Local roads will be the responsibility of Council. On DIT roads, Council will work in collaboration with DIT.
Identify accessibility and ‘permeability’ to key public transport nodes	Implementor and advocate	DIT, PTSA	TBC	Council will work in partnership with DIT and Public Transport SA
Path surface maintenance and upgrade program	Implementor	Council only	TBC	Priority on key routes. Addresses tree root damage, uneven surfaces, and substandard sections across the existing network.
Bicycle repair stations and water fountains	Implementor	Council only	TBC	Installation at key locations across the proposed network to support mid-trip and end-of-trip needs.
End-of-trip facility upgrades at major destinations	Implementor and partner	Flinders University, Flinders Medical Centre, PTSA	TBC	Secure parking, lockers, and changing rooms at Flinders University, Flinders Medical Centre, and major train stations.
Network lighting improvements	Implementor	Council only	TBC	Improved path lighting on key corridors to support safe cycling outside daylight hours.
LATM program delivery	Implementor	Council only	Ongoing	Ongoing delivery of traffic calming treatments on local residential streets across the city. Improves cycling conditions on the Local route network.

40 km/h speed limit feasibility study/ implementation	Implementor	SAPOL	Ongoing	Subject to feasibility study outcomes. Progressive rollout across eligible local roads.
Path maintenance program	Implementor	Council only	Ongoing	Regular inspection and maintenance of shared paths and on-road cycling infrastructure across the network.

Table 2: Community Initiatives

Majority of the initiatives are currently unfunded (except for the Sustainable Living Subsidy Program). Following community consultation, initiatives will be reviewed and updated based on community feedback, and classified into short, medium, and long term priorities.

Opportunities	Council's role	Partners	Timeframe	Notes
Mitcham Rides community cycling program	Facilitator	Bicycle SA	TBC	Free monthly group rides open to all residents and abilities. Build cycling culture and confidence from the first year of the plan.
E-Bike Library	Facilitator	Local bicycle retailers	TBC	Free two-week e-bicycle loan program. Range of styles including cargo bikes, step-through, and standard e-bicycles.
Way2Go Bike Ed program expansion	Facilitator and partner	Bike SA, DECD	TBC	Structured bicycle education program for primary school students in Years 4 to 7. Delivered by Bike SA at no cost to schools.
School Travel Plans	Facilitator and partner	Schools, DECD	TBC	Develop school travel plans in partnership with schools to identify route improvements and promote active travel. Complements the Way2Go program.
Cycling Skills Courses	Facilitator	Bicycle SA	TBC	Beginner cycling courses including women-only and seniors' sessions. Basic bicycle maintenance workshops are also available.
Try Cycling for 30 Days challenge	Facilitator	Council only	TBC	Community challenge encouraging residents to replace short car trips with cycling for 30 days. Supported by digital tracking and community recognition.
Workplace cycling program	Facilitator and partner	Flinders University, FMC, local employers	TBC	End-of-trip facility improvements and cycling incentive programs at major Mitcham employers. Targets the highest-demand commuter destinations in the network.
Cycling ambassador program	Facilitator	Bicycle SA	TBC	Train community cycling ambassadors to lead group rides, welcome new riders, and support cycling culture at schools and workplaces.
Community education and promotion	Facilitator	Bicycle SA, SAPOL	Ongoing	Ongoing promotion of cycling safety, road rules, and shared path etiquette through Council's communications channels.
Sustainable Living Subsidy Program	Implementor	Council only	Ongoing	Up to \$200 rebate toward the purchase of a new e-bicycle. Available currently to all eligible Mitcham residents.

Table 3: Monitoring and Evaluation

The City of Mitcham is committed to monitoring the outcomes of this plan and reporting progress transparently to the community. A detailed monitoring and evaluation framework will be developed following community consultation and presented to Council as part of the final plan, with the table below outlining the proposed monitoring and evaluation initiatives.

All initiatives are currently unfunded and will be reviewed and refined following community consultation to reflect community feedback and Council priorities.

Opportunities	Council's role	Partners	Timeframe	Notes
Establish cycling count baselines on monitored routes	Implementor	Council only	Short term	Install automated counters on key corridors across the network. Baselines to be established in the first year of the plan.
Establish community satisfaction baseline survey	Implementor	Council only	Short term	Annual survey measuring community sentiment toward cycling conditions in Mitcham. Baseline to be established prior to, or concurrent with, community consultation.
Annual cycling count reporting	Implementor	Council only	Ongoing	Cycling count results published publicly each year as part of the annual progress report.
Annual progress report against plan targets	Implementor	Council only	Ongoing	Covers all measures in the monitoring and evaluation framework. Published on Council's website. Includes an update on DIT advocacy progress for State Government Road crossings.
SAPOL crash data review	Implementor	SAPOL (data source)	Ongoing	Annual review of cyclist fatality and serious injury data on Mitcham roads. Data sourced from SAPOL. Used to track progress toward safety targets.
Way2Go school program participation tracking	Implementor and partner	Bike SA, DECD	TBC	Annual tracking of the number of Mitcham primary schools with active cycling travel programs. Target: 15 schools by 2030.
E-Bike Library participation and uptake tracking	Implementor	Council only	TBC	Track loan numbers, participant demographics, and post-loan e-bicycle purchase rates to measure program effectiveness.
Sustainable Living Subsidy Program uptake	Implementor	Council only	Ongoing	Track number of e-bicycle rebates claimed annually to measure community uptake and inform future program design.
Mid-term plan review	Implementor	Council only	Medium term	Comprehensive review at 2.5 years (2027-28) assessing whether targets are on track and identifying any adjustments required to the action plan.
DIT advocacy progress report	Implementor	DIT	Ongoing	Specific public reporting on the status of Council's advocacy to DIT for cycling crossings at Daws Road, Cross Road, and Springbank Road.
Full plan review and next plan development	Implementor	Council only	Long term	Five-year review in 2030 to evaluate performance against all targets and inform development of the next City of Mitcham Cycling Plan.

Appendices

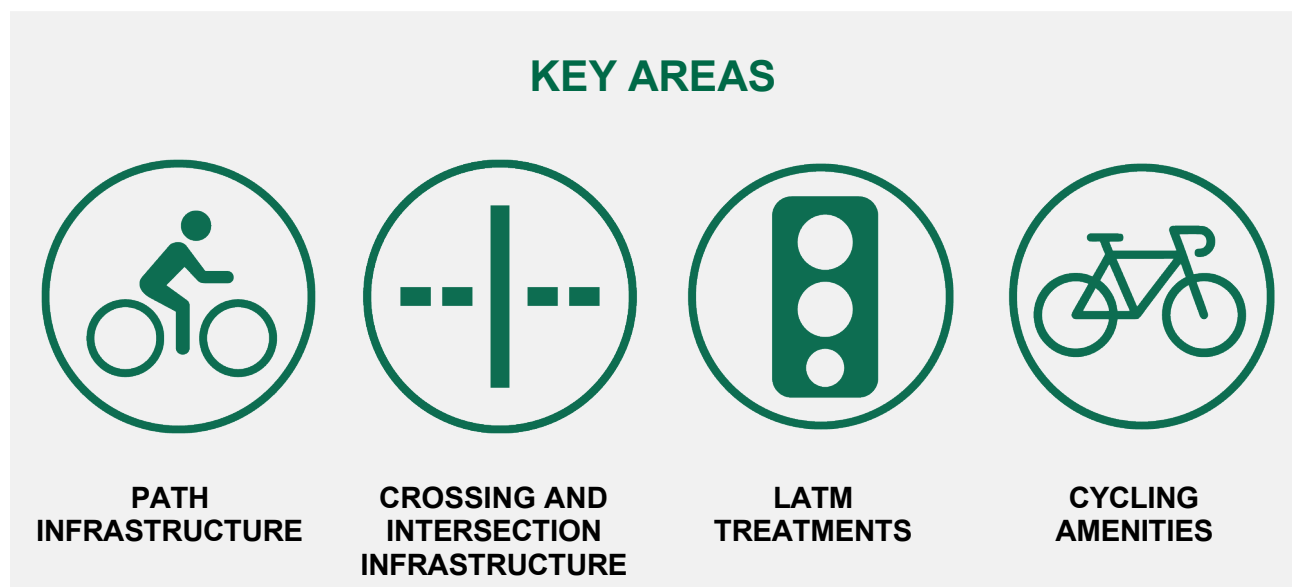
Appendix A:

Typical Path Infrastructure Treatments

Delivering a safe, accessible, and well-connected cycling network requires more than simply drawing lines on a map. It involves applying the most appropriate infrastructure treatments based on the specific purpose, context, and conditions of each corridor.

Different types of bike routes serve different roles. Some support longer-distance travel across the city, while others provide local connections to schools, parks, and community destinations. In quieter neighbourhoods, local bike routes are designed to support shorter, more relaxed trips. To ensure the network meets the needs of all riders — from school-aged children to seniors and daily commuters — treatments must be carefully selected to align with the route's function, level of demand, and target users.

By tailoring treatments to the role and nature of each route, the city can deliver a cycling network that is not only safe and consistent but also inviting and practical for people of all ages and abilities.



To guide the implementation of the cycling network, cycling infrastructure treatments are grouped into four key categories:

1. **Path Infrastructure** – The dedicated corridors where people ride, including shared paths, on-road cycle lanes, and separated bikeways.
2. **Crossings and Intersections** – Treatments that improve safety, priority, and visibility at points where bike routes cross roads or intersect with traffic.
3. **LATM Treatments (Local Area Traffic Management)** – Infrastructure and design elements that reduce vehicle speeds and create safer, low-stress riding conditions on local streets.
4. **Supportive Amenities** – Features such as signage, bicycle parking, repair stations, and lighting that improve comfort, convenience, and usability for people riding bicycles.

Each category plays an essential role in delivering a well-functioning, attractive cycling network — encouraging more people to ride by making cycling a safer, more practical, and more enjoyable part of everyday travel.



Path Infrastructure

Path infrastructure refers to the places where people ride their bicycles. These are the actual paths, lanes, or street spaces that make up the cycling network. Each type of path is designed for different types of riders and road conditions — from children learning to ride to commuters travelling longer distances.

Depending on where the bike route is located (e.g., a main road, a quiet street, or a park), the infrastructure will be different to make sure it's safe, comfortable, and suitable for the environment.

- By providing safe, clear, and well-designed spaces to ride, we:
- Help people of all ages and abilities ride more often
- Support short local trips to schools, parks, and shops
- Improve health, reduce congestion, and support cleaner transport options
- Build stronger communities through more active and social streets

1. Shared Use Paths

- These are wide, smooth paths where bicycles and pedestrians can move together.
- Found in parks, along creeks, or beside roads.
- Great for families, beginners, and weekend riders.



2. Widened Footpaths (Where Permitted)

- Some footpaths are widened and signed to allow cycling.
- Used in areas where road space is limited.
- Ideal for slower, short-distance bike travel.



3. On-Road Bike Lanes

- Painted cycle lanes on roads help create a clear, direct space for riders.
- Suitable for more confident cyclists and commuters.
- Drivers must give space and check before turning.



4. Separated Bikeways

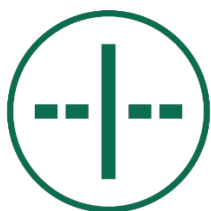
- These are fully protected cycle lanes with a kerb, barrier, or buffer from traffic.
- Provide a safe and comfortable ride for all ages and abilities.
- Best for busy roads or high-use corridors.



5. Quiet Streets and Bike Boulevards

- In calm, low-speed areas, bicycles and cars can safely share the road.
- Speed limits are reduced, and streets are designed for awareness.
- Perfect for short trips through neighbourhoods.





Crossing and Intersection Infrastructure

Crossings and intersections are some of the most critical points in any walking or cycling journey. They are where people must interact directly with traffic — and where safety risks can be highest. To make walking and riding safer and more accessible, councils across South Australia use a variety of intersection treatments that help people get across roads more easily and with more protection. These designs support all users — especially children, older adults, and people with mobility needs — and contribute to a more connected, active community.



1. Signal Crossings

- Also known as push-button crossings or bicycle/pedestrian-activated crossings.
- Located at intersections or mid-block locations with traffic lights.
- It can be used by both pedestrians and cyclists.
- Give people a clear and protected time to cross.



2. Wombat, Koala, Emu & Zebra Crossings

- All are forms of raised or marked pedestrian priority crossings.
- Wombat crossings: Flat-top speed humps with marked lines.
- Zebra crossings: Striped, painted pedestrian crossings at road level.
- Koala/Emu crossings: Variations used in different areas, often near schools.
- Designed to slow traffic and increase visibility of people crossing.



3. Mid-Block Refuges

- Safe islands in the centre of wide roads.
- Allow people to cross in two stages, especially helpful on busy roads.
- Often used with kerb extensions and signs for added visibility.



4. Kerb Ramps

- Sloped sections of kerb that provide a smooth transition from footpath to road.
- It is important for people using wheelchairs, bicycles, or prams.
- Typically found at crossings, intersections, and driveway entrances.





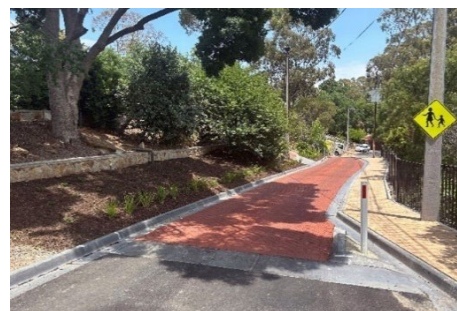
LATM Treatments (Local Area Traffic Management)

Local Area Traffic Management (LATM) treatments are street-level changes that help reduce vehicle speeds, improve safety, and make local roads more comfortable for bike riders. These features are particularly useful in residential areas, school zones, and streets with high cycling activity. They not only improve comfort and visibility for riders but also encourage safer, more shared use of local roads.



1. Driveway Links & Slow Points

- Narrow or raised driveway entries that signal to drivers they are entering shared spaces.
- Often paired with signage or surface changes (like paving or paint).
- Remind drivers to slow down and watch for pedestrians or riders.



2. Raised Platforms & Speed Cushions

- Raised sections of road (flat or gently sloped) that act like wide speed humps.
- Slow down vehicles while allowing emergency vehicles and bicycles to pass comfortably.
- Often installed near crossings, intersections, or school areas.



3. Kerb Buildouts

- Extensions of the kerb into the street that narrow the road.
- Slows turning vehicles and reduces the crossing distance for people on foot.
- Improve visibility between drivers and pedestrians or cyclists.



4. Speed Reduction Zones

- Designated areas where speed limits are lowered (e.g., 40 km/h zones).
- Used in high pedestrian or cycling areas like main streets, shopping precincts, or near schools.
- Supported by signs, road markings, and sometimes digital speed displays.





Supportive Amenities

While safe paths and crossings are essential for enabling people to ride, it's often the small, supportive features that make the biggest difference in encouraging people to choose bicycles for everyday trips.

Rider amenities are the practical additions that improve comfort, convenience, and confidence for cyclists. Whether it's a place to park a bike, refill a water bottle, or check a map, these elements help make cycling a realistic and enjoyable option for people of all ages and abilities.

Providing high-quality amenities not only supports current riders — it also sends a strong message that cycling is welcomed, valued, and planned for in the community.

These amenities include:

- Secure bicycle parking at key destinations
- Water fountains and rest areas
- Public bike repair stations
- Wayfinding and safety signage
- Good lighting and uncluttered paths



1. Bike Parking

- Secure racks near shops, schools, parks, and public transport stops.
- Encourage short trips by bike and reduce theft risk.
- Good parking = more people willing to ride.



2. Water Fountains

- Located along longer paths or near major parks and town centres.
- Help people stay hydrated, especially in warmer months.
- Useful for walkers, riders, and pets.



3. Repair Stations

- Fixed public stands with tools and pumps for basic bike maintenance.
- Allow riders to fix a flat or adjust their brakes mid-trip.
- Usually placed at key bike hubs or rest points.

Image courtesy of all4cycling



4. Wayfinding Signage

- Wayfinding signs showing directions, distances, and estimated riding times.
- Helps people plan safer, more efficient routes.
- Can also include etiquette or safety reminders.



5. Lighting & Seating

- Path lighting increases safety and visibility at night.
- Rest benches help people pause, especially kids, seniors, and new riders.
- Supports inclusion and comfort across all ages.



6. Clear, Uncluttered Paths

- Well-maintained and free from bins, poles, or overgrown vegetation.
- Makes riding smoother and safer.
- Easier for people using mobility aids, trailers, or riding with kids.





Greening Active Travel Routes

Greening bike routes with greenery is not just about aesthetics – it significantly boosts the liveability, health and environmental performance of our public spaces.

- Provides natural shade, making riding more comfortable in warmer months
- Reduces urban heat in surrounding areas by cooling streets and open spaces
- Manages stormwater, helping reduce runoff and improving local drainage
- Supports local biodiversity through improved ecological corridors

Designing green infrastructure for cycling

Effective greening treatments require proper planning:

- Selecting trees and plant species that suit the local climate and don't obstruct infrastructure
- Using WSUD principles, like rain gardens, to manage runoff and irrigate plants
- Considering shade, root impact, and long-term maintenance during planting

Appendix B:

Challenges and Opportunities for Our Community

This appendix looks at cycling from the community's perspective — what stops people from riding, and what could change if those barriers were removed. Understanding this is the foundation for everything in the plan.

Only 1.6%
of Mitcham residents'
acycle to work.

But when residents are asked whether they'd like to cycle more, the answer is very different.

36%
say they are
'interested but concerned'.

That is the largest group of potential new riders — and they already want to ride.

Part 1: What Stops People from Cycling?

Research on cycling behaviour in Australian cities — and community feedback from Mitcham residents specifically — consistently identifies the same barriers. They fall into two categories: things people feel, and things people lack.

The biggest barrier: fear of traffic

62%
of non-cyclists cite
traffic safety as the main reason
they don't ride

36%
would
ride more often
if conditions felt safer

The single most common reason people in Mitcham don't cycle is fear of sharing roads with fast-moving motor vehicles. This is not a perceptual problem — it is a real and rational response to road conditions that currently exist.

When residents are asked 'what would make you cycle more?', the most common answer by a wide margin is:

"Safer paths away from traffic."

This is not about convenience or preference. For parents riding with children, for seniors on e-bikes, for people who have not cycled for years — the fear of being struck by a car is the defining barrier. It overrides everything else.

Hills and physical fitness

Mitcham is geographically diverse. The plains suburbs in the north are suitable for cycling for most people. But the hills suburbs — Blackwood, Belair, Eden Hills, Glenalta, and Coromandel Valley — present a genuine topographic challenge that has historically excluded a large group of residents from everyday cycling.

The Challenge

Hills residents face gradient challenges that make cycling tiring for everyday trips, especially for older residents, those with health conditions, or anyone who would arrive at their destination hot and exhausted. For many hills residents, the topography question has felt like a full stop. Not a barrier to be worked around — just a reason cycling is not for them.

Habit, confidence, and the feeling that ‘cycling is not for me’

Beyond traffic fear and topography, a significant group of residents simply never formed the habit of cycling. For some, it has been decades since they last rode a bicycle. For others, cycling feels like something associated with a specific type of person — the lycra-clad road cyclist — rather than a practical, everyday transport choice available to everyone.

What the research tells us about this group:

- They respond strongly to seeing other ‘normal’ people cycling — parents with children, seniors, people in work clothes. Community programs like group rides and cycling skills courses have a disproportionate impact on this group.
- They need social permission as much as physical infrastructure. When cycling becomes visible and normalised in a community, participation grows faster than infrastructure investment alone would predict.
- They are often the fastest group to convert once the conditions improve. Because their barrier is confidence rather than deep opposition, a single positive experience on a new safe route can be the catalyst for a lasting behaviour change.

Practical barriers

A range of practical considerations also limit cycling participation. These are real constraints, not excuses, and the plan addresses each of them:

Practical barrier

‘I don’t own a bicycle and can’t afford one’

‘I need to carry shopping / children / work equipment’

‘I’m not confident about road rules and safety’

‘I’m not confident about road rules and safety’

‘What happens if I get a puncture?’

‘I’m worried about bicycle theft’

Part 2: The Opportunity — What Changes if We Get This Right

Every barrier above has a corresponding opportunity. The following pages set out what becomes possible when cycling conditions in Mitcham improve.

Opportunity 1: Reach the 36% who are already motivated

The largest group of potential new riders in Mitcham are people who already want to cycle. They are not opposed to cycling. They are not skeptical of its benefits. They are stopped by one thing: it doesn't feel safe enough.

This plan was designed with this group as the primary target. The proposed network runs on quiet residential streets — not arterial roads. The three critical crossing points (Daws Road, Cross Road, Springbank Road) are the specific interventions needed to connect those quiet streets into continuous, usable routes.

When those crossings are delivered, a large proportion of the 'interested but concerned' group in Mitcham will have a safe, complete route from their home to their destination for the first time.

If half the 36% 'interested but concerned' residents begin cycling regularly, Mitcham's cycling mode share more than doubles.

Opportunity 2: Replace short car trips with cycling

A large proportion of the car trips made in Mitcham every day are short enough to be replaced by cycling. The infrastructure doesn't need to be built from scratch — the residential streets that form most of the proposed cycling routes already exist. The task is to connect them.

If you live in...	Cycling could get you to...
Kingswood or Torrens Park	Mitcham Primary, CLG Primary, or Scotch College in under 15 minutes by bike. Mitcham Square in under 10 minutes.
Edwardstown or Westbourne Park	Unley Park train station in under 10 minutes. Mitcham Square or Castle Plaza in 15 minutes.
Mitcham or Clapham	Torrens Park station, Springbank Road shops, or Lynton in under 15 minutes by bike.
Belair or Glenalta	Belair National Park, Belair Primary, or Glenalta station in under 10 minutes. E-bike makes Mitcham Square realistic in 25–30 minutes.
Blackwood	Blackwood High School, local shops, and Coromandel Valley in under 15 minutes by bike.

A 5 km car trip in Mitcham takes around 12–15 minutes driving — plus finding and walking from parking. The same trip by bike takes 20 minutes door to door, builds physical activity into a normal day, costs almost nothing, and requires no parking.

Opportunity 3: E-bicycles are opening cycling to a new group

E-bicycles are the single biggest change in everyday cycling in a generation. They are not just faster bicycles — they are a fundamentally different proposition for a group of residents who previously had no realistic cycling option.

Who benefits most	Why e-bikes change the picture
Hills residents (Blackwood, Belair, Eden Hills, Glenalta, Coromandel Valley)	The gradient that made cycling impractical every day is removed. An e-bike can climb the steepest street in these suburbs without the rider breaking a sweat. Hills residents who previously could not consider cycling to the station or the shops now have a genuine option.
Older residents and those with limited fitness	E-bikes allow riders to set their own level of effort. Pedal assist means arriving at a destination without exhaustion. Riders with joint issues, heart conditions, or reduced fitness report that e-bikes give them access to cycling in a way that was impossible on a standard bicycle.
Parents doing the school run	Cargo e-bikes can carry one or two children plus school bags. For parents who want to ride their children to school but find a standard bicycle impractical with the load, a cargo e-bike changes everything.
Longer-distance commuters	For residents cycling to Flinders University, Flinders Medical Centre, or the Adelaide CBD — trips of 8–15 km — an e-bike makes the distance comfortable and the arrival presentable.

Council's e-bicycle support

Sustainable Living Subsidy Program: up to \$200 rebate on e-bicycle purchases.

Opportunity 4: Health benefits that go directly to residents

The health case for everyday cycling is among the strongest in public health research. These are not abstract statistics — they are benefits that would flow directly to Mitcham residents who choose to ride.

50%	reduction in cardiovascular disease risk with regular cycling (Heart Foundation)
28%	lower risk of type 2 diabetes among regular cyclists (Ried-Larsen et al., 2021)
15%	fewer sick days taken by employees who cycle to work compared to those who drive
20 mins	of moderate physical activity per day from a 5 km cycling commute — meeting national activity guidelines
40%	improvement in mood and reduction in anxiety symptoms reported by regular cyclists

Opportunity 5: Real money in residents' pockets

The financial case for cycling is immediate and personal. For households that replace one or more car trips per day with cycling, the savings are significant:

Scenario	Annual saving
Replace one 5 km car trip per day with cycling	Approximately \$1,500–\$2,500 per year in fuel, parking, and vehicle wear costs.
Household replaces one car entirely with cycling and e-bike	Estimated \$12,000–\$20,000 per year in car ownership costs (purchase, registration, insurance, fuel, servicing, parking).
School run by cargo e-bike instead of car (5 days/week)	Approximately \$1,000–\$1,500 per year in fuel and parking at peak school hours.
Cycling to Mitcham Square station instead of driving to city parking	Approximately \$2,000–\$3,000 per year in CBD parking costs alone.

Running a car in Australia costs \$300–\$400 per week (NRMA, 2024). An e-bicycle costs under \$3 per week to operate. The financial case for cycling is not marginal — it is substantial.

Appendix C:

How the Cycling Network Was Designed

This appendix explains the planning principles behind the proposed cycling network — how routes were selected, why they run where they do, and how the network connects to the rest of Mitcham's transport system. Understanding the design logic helps residents interpret the proposed route map and evaluate whether the network is heading in the right direction for their area.

Principal 1: Routes on Low-Stress, Low-Traffic Streets

The single most important design decision in this network is where the routes run. The proposed cycling network is deliberately aligned on low-volume local streets — not on arterial roads.

This is a strategic choice, not a compromise. Research on cycling consistently shows that the primary reason people do not cycle is fear of traffic. Around 36% of the population are 'interested but concerned' about cycling — and their concern is specifically about mixing with fast-moving motor vehicles. A network that runs on quiet residential streets directly addresses that fear.

If you look at the proposed network map, the coloured cycling routes run through residential neighbourhoods — streets like Marlborough Road, Wattlebury Road, Eynesbury Avenue, and Burnell Drive — not along Cross Road, Daws Road, or Springbank Road. The major arterial roads only appear at the three critical crossing points where the network must cross them. Those crossings are the priority infrastructure investment. The quiet streets in between are largely suitable for cycling already.

This approach also makes the network cost-effective. Low-traffic residential streets require less expensive infrastructure than arterial road bikeways. Wayfinding signage, minor traffic calming, and targeted crossing improvements can transform an existing quiet street into a well-functioning cycling route at a fraction of the cost of a fully separated bikeway on a busy road.

Principal 2: Connect to Where People Actually Need to Go

The proposed network was designed around destinations, not just corridors. Every Principal route connects two or more significant trip generators — places that large numbers of Mitcham residents need to reach regularly.

The route selection process identified the following priority destination types, in order of demand from community feedback:

- Schools — safe cycling connections to primary and secondary schools were the most consistently requested improvement in community feedback. Families want to ride their children to school but do not feel safe doing so on current routes.
- Train stations — 43% of Mitcham residents live within 800 m of a train station. A safe cycling connection from home to the station replaces a car trip entirely and significantly extends the practical reach of the rail network.
- Shopping centres — Mitcham Square and Castle Plaza are the primary retail destinations in the council area. Routes that connect residential areas to these centres make cycling practical for everyday errands.
- Major employment — Flinders University, Flinders Medical Centre, and the Repat Health Precinct together employ thousands of workers. Route 1 (City to Flinders) is the highest-priority commuter corridor in the network precisely because of this employment concentration.
- Adelaide CBD — Routes 1, 2, and 3 all connect Mitcham to the CBD, reflecting the significant proportion of residents who commute to the city centre.

- Parks and open space — connections to Belair National Park, Randell Park, and the Sturt River linear park greenway provide recreational cycling value that complements the everyday transport network.

Principal 3: Integration with Public Transport

Cycling and public transport are complementary, not competing. A resident who can safely cycle to a train station dramatically extends the catchment of the rail network — from a walkable 400–800 m radius to a cyclable 3–5 km radius. For Mitcham, which has twelve rail stations nearby, this multiplier effect is significant.

Principal 4: A Route Hierarchy That Matches Investment to Function

Not every cycling route needs the same level of infrastructure. The network uses a three-level hierarchy — Principal, Secondary, and Local — to match the standard of infrastructure to the role of each route. Higher-order routes that carry more riders to more important destinations get higher-quality, safer infrastructure. Lower-order local routes use lighter-touch treatments on streets that are already calm.

This hierarchy also guides investment priority. Principal routes are built to the highest standard first, because completing a Principal corridor delivers the greatest network benefit. Secondary and Local routes are progressively improved to connect residential areas into the principal network.

Level	What it connects	Typical infrastructure
Principal	Major destinations: CBD, employment hubs, universities, hospitals, major transport nodes. Highest use, highest priority.	Separated bikeways or high-quality shared paths. Protected crossings at major intersections. Suitable for all ages and abilities.
Secondary	Local centres, schools, district parks. Also links Principal routes together to form a connected network.	Shared paths, on-road lanes, or separated bikeways depending on road type and traffic conditions.
Local	Neighbourhood connections, community facilities, parks. Feed riders into the Secondary and Principal network.	Quiet street treatments, wayfinding signage, minor traffic calming. Uses existing low-traffic residential streets.

Principal 5: Build on the Existing Network

The proposed network does not start from scratch. The route selection process began by mapping the existing cycling infrastructure — shared paths, on-road lanes, and local street connections — and identifying where gaps and discontinuities prevent those existing assets from functioning as a connected network.

In many cases, significant sections of a proposed corridor already exist in some form. The task is to complete the missing sections, upgrade the substandard sections, and improve the crossing points that interrupt otherwise continuous routes. This ‘fill the gaps’ approach delivers the greatest network benefit for the lowest investment, by multiplying the value of existing infrastructure rather than replacing it.

The existing cycling network map in Step 1 of this plan shows what is already in place. The proposed network map in Step 2 shows what the completed network looks like. The difference between the two maps identifies exactly where investment is needed.

Principal 6: Design for Safety First

The network design is underpinned by the Safe System approach — a road safety framework that designs streets and infrastructure to protect human life, even when people make mistakes. Applied to cycling, this means:

- Separating cyclists from fast-moving traffic wherever possible, particularly on Principal routes where cycling volumes and traffic speeds are highest.
- Providing protected crossing treatments at major roads so that cyclists are not required to judge gaps in high-speed traffic.
- Reducing vehicle speeds on Local routes through traffic calming, so that when cyclists and vehicles do share the road, the consequences of any collision are survivable.
- Designing for the most vulnerable users — families with children, seniors, people with limited mobility — because a network that works for them works for everyone.

The Safe System approach is the national and SA Government standard for active transport design. This plan aligns with the SA Government Active Travel Design Guide, which sets out the specific design requirements for cycling infrastructure across South Australia.

Appendix D: Why Cycling Matters

Encouraging cycling within our local area brings a wide range of benefits to individuals, the community, and the environment.

Places that provide quality walking and cycling facilities are more vibrant and liveable urban areas, contributing significantly to the revitalisation and sustainability of local communities.

Health and Wellbeing

- **Improved Physical Health:** Cycling is a great form of exercise that helps improve cardiovascular fitness, strengthen muscles, and contribute to healthy body function.
- **Mental Wellbeing:** Regular cycling reduces stress, anxiety, and symptoms of depression. It also boosts overall mood and energy levels.

Did You Know?

- Regular cycling of approximately 30 minutes per day reduces the risk of chronic diseases like type 2 diabetes and heart condition. Regular cycling can reduce the risk of heart disease by up to 50% (Heart Foundation).
- According to the **SA Health Active Lives Survey**, only **1 in 5 adults** in South Australia meets recommended physical activity guidelines — cycling can change that!



Environmental Benefits

- **Cleaner Air:** More people cycling means fewer cars on the road, leading to reduced air pollution and improved air quality.
- **Lower Carbon Emissions:** Bicycles produce zero emissions. Promoting cycling is a powerful way to reduce our community's carbon footprint and help combat climate change.
- **Quieter Neighbourhoods:** Fewer motor vehicles result in less noise pollution, creating a more peaceful and pleasant environment.

Did You Know?

- Transport is the second-largest contributor to greenhouse gas emissions in SA.
- Transport accounts for 19% of Australia's greenhouse gas emissions (Dept. of Climate Change, 2022).
- A 10 km ride by bike instead of a car can save between 54kg and 104 kg of CO₂ emissions.



Economic Advantages

- **Cost Savings for Individuals:** Cycling is far more affordable than driving or public transport. It helps save on fuel, parking, and vehicle maintenance costs.
- **Boost to Local Businesses:** Cyclists are more likely to stop and shop locally. Areas designed to support safe and low-speed cycling attract more foot traffic, supporting local cafés, shops, and services.
- **Lower Infrastructure Costs:** Compared to car infrastructure, building and maintaining cycle lanes and facilities is more cost-effective for councils.

Did You Know?

- Owning and running a car in Australia costs around **\$300–\$400 per week** (NRMA 2024).
- A study in Portland, USA found that cycling investments returned **\$4 for every \$1** spent through health and congestion savings (City of Portland, 2015).
- In 2022, cycling and e-scooter activity in Australia contributed **more than \$18 billion in economic, social and health benefits** - including job creation and industry activity - according to the *WeRide Australia & EY Australian Cycling and e-Scooter Economy Report*.
- Cycling infrastructure costs **10x less** per km than road expansions for cars.
- Cycling costs **less than 1%** of car ownership annually.



Reduced Traffic Congestion

- **Smoother Commutes:** More cycling helps reduce traffic congestion, especially during peak hours, improving travel time for everyone.
- **Efficient Use of Space:** Bicycles require less space on roads and for parking, allowing better use of urban space.

Did You Know?

- In 2023, **30%** of trips in metro Adelaide were under 5 km, which are well suited for cycling.
- If just **1 in 10** of these were taken by bike, traffic congestion could drop significantly.

Improved Community Connections

- **More Social Interactions:** Cycling makes people more visible and approachable, encouraging friendly interactions and a stronger sense of community.
- **Safe and Active Streets:** Areas designed to support safe and low-speed cycling tend to feel safer, more vibrant, and more inclusive for all age groups, including children and seniors.

Did You Know?

- Bike-friendly streets can increase foot traffic and social engagement by over **40%** (Urban Cycling Institute).

Accessible and Inclusive Mobility

- **Transport for All:** Cycling is an affordable, accessible, and reliable mode of transport for people of all ages and abilities. The City of Mitcham supports residents in purchasing electric and cargo bikes through its Sustainable Living Subsidy Program, offering rebates of up to \$200.
- **Independence for Youth and Seniors:** With safe cycling infrastructure, young people and older adults can travel independently without relying on others for transport.

Did You Know?

- **More than 30%** of South Australian households have access to just one car.
- Biking provides freedom to those who cannot or do not drive.

Encouraging Active Lifestyles

- **Build Healthy Habits:** Promoting cycling can help establish long-term active habits, particularly among children and youth.
- **Increases Participation in Outdoor Activities:** A bike-friendly community naturally encourages outdoor recreation and active living.

Did You Know?

- Australian kids spend **over 2 hours** a day on screens. – Promoting cycling helps to balance this with time spent outdoors.
- **Only 20%** of South Australian children get enough daily physical activity. Cycling to school or activities can help change that.



Appendix E: Glossary

Term	Meaning
Active transport	Travel under human power — mainly walking, cycling, and e-micromobility.
DIT (Department for Infrastructure and Transport)	SA Government agency responsible for arterial roads in Mitcham, including Cross Road, Daws Road, Main Road, Belair Road, Goodwood Road, Springbank Road. Improvements on these roads require DIT partnership.
E-bicycle (e-bike)	A bicycle with a small electric motor that assists pedalling. Legal on all SA cycling paths and roads.
E-scooter	An electric scooter. Legal in SA since mid-2025 for riders aged 16+ on footpaths, shared paths, and many bike lanes and roads.
End-of-trip facilities	Facilities at destinations to support cycling: secure parking, lockers, changing rooms, and showers.
LATM (Local Area Traffic Management)	Physical changes to local streets to reduce vehicle speeds and improve safety for cyclists and pedestrians.
Missing link	A gap in the cycling network where infrastructure is absent, preventing a safe, continuous journey.
Mode share	The percentage of trips made using a particular transport mode. Mitcham's current cycling mode share is 1.6%.
Principal route	The highest level of the cycling route hierarchy. Connects major destinations with high-quality, direct, safe infrastructure.
Separated bikeway	A cycling lane physically separated from traffic by a kerb, planter, or barrier.
Shared use path	A path shared by cyclists and pedestrians, usually off-road.
Vision Zero	A road safety approach aiming for zero deaths and serious injuries. Underpins the Safe System design principles used in this plan.
Way2Go	SA Government program encouraging primary school children to walk, cycle, or use public transport to school.

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