

Sturt River Linear Trail Consultation (Bedford Park to Craighburn Farm) FAQs



Where is the trail link from Horner's Bridge through Sturt Gorge to Blackwood Boulevard?

This Council feasibility study investigates a trail alignment starting at the boundary of Sturt Gorge at Blackwood Boulevard as the Department of Environment and Water, has previously investigated an alignment from Horner's Bridge to this point.

Why isn't the trail going through the Sturt Gorge?

The trail design aims to minimise impact to vegetation while still providing great green experiences. The practicality of creating a trail in the gorge and impact to vegetation meant this option was ruled out early in the process.

For the same reasons, when there was an opportunity to have the trail on the verge overlooking reserves, this was considered a great way to minimise impacts to vegetation.

Why is the proposed trail going through Riverside, Karinya & Colebrook Reserves?

The Sturt River Linear Trail aims to link key activity areas like community centres sports grounds and larger facilities like Flinders University and Medical Centre. Riverside, Karinya and Colebrook Reserve are regarded important community areas.

Of note, the consultation resulted in Aboriginal Lands Trust not supporting the trail passing through Colebrook Reserve which means an alternative route will be considered.

How will the trail work on roads like Shepherds Hill, Ashmore and University Way?

The trail configuration will alter slightly depending on the streetscape.

Where the existing verges is too narrow to accommodate the full width trail, pedestrians can continue along a footpath and cyclists continue on-road shared with vehicles. Similar concept perspectives can be seen pages 7-14.

How will parking impacts be managed?

The trail design encourages people to use the trail as part of their daily commute or exercise, which means it can be accessed from anywhere along the alignment. This means parking impacts can be spread across multiple sites. The concept plan also avoids reducing existing kerbside parking and any localised parking impacts can be monitored.